



The Semaphore

December 1996

Volume 39

Number 4

Newsletter of the Rochester NY Chapter, National Railway Historical Society

Season's Greetings

December 19 Program

Steam Railroads in Switzerland

The program for December 19 at the 40 & 8 Club is entitled "Steam Railroads in Switzerland" by Chapter Member Tom Tischer.

This is not 50 years ago, but 1995. Although rail in Switzerland is now 99% electrified, there is one regular summer service on the Brienzer-Rothorn and a variety of special services including a steam locomotive from Portugal. Tom will show a variety of steam service and some lesser known electric excursions. The program will conclude with glimpses of "Schiller and Loetschberg".

The Program Committee is listed on Page 5



Decorating the R&GV Depot

Above: Dave Luca is on the ladder attaching Christmas lights while Charles Harshbarger untangles the many strings. *Gale Smith photo*

Left: Marie Miner and Janet Dittmer (right) finish decorating the tree inside the Depot. *Richard Israelson photo*

25th Anniversary Building Campaign

50,000 (100%)

40,000 (80%)

30,000 (60%)

← \$27,439

(55%)

20,000 (40%)

10,000 (10%)

Looking for a Tax Deduction?

Remember the **Restoration Building Fund**! The Fund is just over the half-way mark and has remained at this level for several months.

Spring will soon be here (*really!*) and the construction gang will be 'rattling the shovels, etc.' to start work on the foundation and erecting this much needed structure.

The Committee is now pursuing corporate grants to supplement those dollars that have come mostly from members.

Don Shilling, Chairman, will acknowledge your tax deductible contribution to provide a record for the IRS. Send it to him at 1765 5-Mile Line Rd., Penfield, NY 14526, with check payable to Rochester Chapter, NRHS and memo to Building Fund. Or, Treasurer Ira Cohen will accept donations at the December meeting.

Year End Party: Jan. 11

Do plan on attending the Annual Year End Party at the Depot on Saturday, January 11. There will be plenty of food and hot drinks not only in the Stillwell coach but other strategic places around the museum.

You are asked to bring a 'dish to pass' and call the Warners at 425-8586 for reservations. A collection of \$4.00 per person will be collected on site.

As this is an unsupervised event, attendance is limited to adults: no children please.

Fall Foliage Trip Survey

by Mike Byrne

(Mike Byrne, assisted by Steve Oagley, surveyed our passengers on two of the Fall Foliage trips. We join the corporate world in maintaining and improving our Quality of Service.)

Here is a quick summary of Survey results:

- 196 surveys returned out of 300 offered.
- Survey dates were Sundays of Sept. 27 and Oct. 13.
- 92% ticket occupancy rate.
- 96.4% were satisfied (22.3% as excellent; 52.4% very good; 21.6% good).
- 20% of the riders had never ridden any trains before.
- 19.5% of those who had ridden trains were repeat riders of NRHS Rochester rides.
- The largest percentage of riders was in the 40-49 age group.
- The largest percentage of riders came from 30-45 miles and represented 54% of those on the train (Rochester is 35 miles).
- People with children represented 37% of the ticket purchases.
- 52% of those with children brought one child.
- 90% of those on board said they would ride again, and 73% of those said they would ride in the next two years.

- Over 100 comments were received. Most were complimentary, but 30% dealt with cloudy windows.

We are increasing our sales at a great rate, and soon will be at capacity. In order to keep at that level and keep the return ridership at or above 70%, we need to maintain the equipment. This will involve investment in our windows.

When I look at advertising, 38% read about it in the newspapers (weekend calendars, news stories, etc.), 16.5% heard about it from friends (word of mouth). Since word of mouth is so high we need to keep the comments positive. The windows will need to be replaced and the Chapter will look into ways to make that happen in a cost effective manner.

Overall we should be very proud. A 96.4% satisfaction rate with 27.3% excellence rating is unbelievable. Be proud and help us to make this unusual event a success in 1997.

Fall Foliage Thank Yous ...

by Janet Dittmer

Thanks to the **Concession Volunteers**: The Concession netted \$2,494.61 after paying sales tax to Wayne County of \$283.46. This beats our best year's profit by \$153.27! Thanks to everyone who helped.

Doug Blackall, Ryan Blackall, Karyn Carpenter, Callie Crips, Carrie Welch, Sue Waterstraat, Marie Parmenter, Bobby Corzine, Kelly Byrne, Lee Cantanese, Elaine D'Angelo, Sara Phoenix, Patrick Sofin, Carol Van Horn, John Redden.

Dollars for Doers Again

Congratulations to John Redden who has won us \$500.00 by submitting a successful "Dollars for Doers" proposal to Eastman Kodak Company where he works.

Thanks to the **Store Volunteers** also:

Dan Cosgrove, Keith Blackall, Norm Shaddick, Jack Matsik, Rand Warner, Marge Warner, Ralph Mosher, Val Richards, Yolanda Shilling, Bill Limburg, Dan Welch, Marie Miner, Dave Luca.

We sold 140 pins, 69 patches, and 252 hats, as well as an assortment of T-shirts, mugs, books and videos. A total of \$5,718.50 including a contribution of \$283.62 to Wayne County sales tax.

The money will be used for much needed platform extensions at our Depot so we can better accommodate our two, and now three, sections of track motor car trains for the visitors.

Membership Committee Report

Thomas A. Way, Chairman

No report for this month.

Membership renewals for 1997 should be in your mail shortly.

Wanted: Volunteers for local shows

One or more volunteers are needed to man a membership table at local train related shows, such as the numerous model railroad shows.

Contact Jeremy Tuke at 359-8944, or drop a note to Jeremy: 14 Robinwood Tr., Rochester, NY 14623.

That Last Minute Gift

Consider honoring a relative who has worked for the railroads or related industry with a Name Plate on the Rochester Chapter's *Wall of Fame* plaque located in the R&GV depot

Proceeds go towards the Restoration Building Fund. Contact: Mike Byrne, 49 Weiland Woods Lane, Rochester, NY 14626. Call him at 225-5659 for more information.

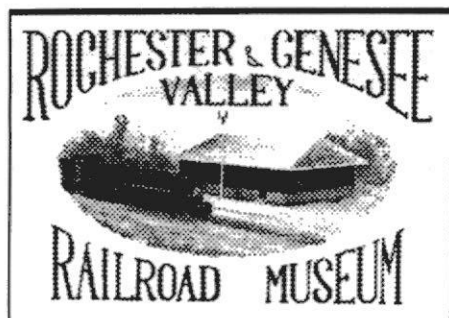
Two Area Railroads Featured in Magazines

"Genesee Country Alcos" is a 6-page article by Pete Swanson on the expanding Livonia, Avon & Lakeville Railroad. Included are eleven pictures, of which two show the Chapter's depot, plus a system map and all-time roster. The Bath & Hammondsport segment is also covered.

The article is in *Railfan & Railroad*, January 1997, pages 38-41, 46,47.

"A Big Kid in the Alleghenies" is about the Buffalo & Pittsburgh Railroad. The article by Ryan R. Fischer is another 'Regional in Review' article appearing in *Trains*, January 1997, pages 46-53.

Illustrated with nine photos, full-page system map, "The GWI Family", and roster of B&P diesels.

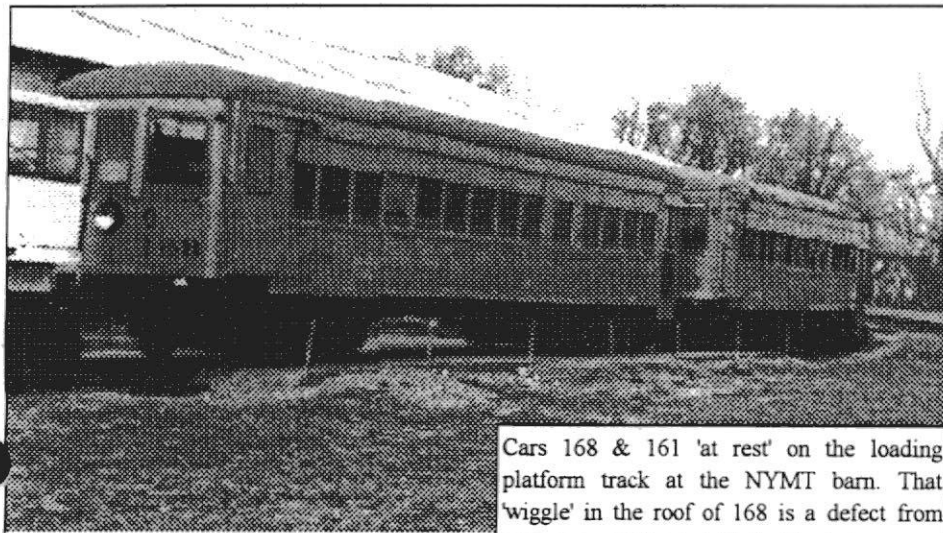


Rand Warner, Chairman, 425-8587

Herculean Heroics

For a very intense period of activity from mid-October through mid-November, we have had a large number of people involved in the preparation for and receipt of the two trolleys from Iowa destined for delivery to NYMT.

North of Rte 251 we removed two track bumpers and the associated ties and rails at the ends of tracks #3 and #4. About 75 tons of stone was delivered

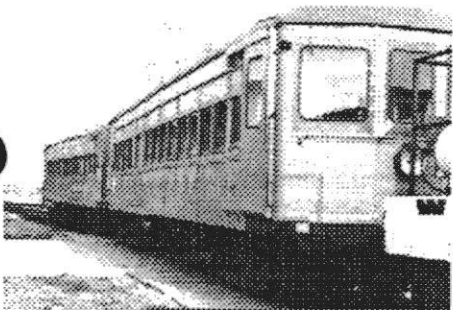


Cars 168 & 161 'at rest' on the loading platform track at the NYMT barn. That 'wobble' in the roof of 168 is a defect from scanning; not the car! G. Smith photo

Here Comes the Trolley(s)

Not one, but two, operable, all-steel, double-ended trolleys, #161 and #168 both formerly from SEPTA/Philadelphia & Western, and more recently on the Keokuk Junction Rwy. in Iowa, are now delivered to NYMT. They may be seen outside the barn on the passenger loading siding.

The line crew of Neil Bellenger, Rand Warner, Charlie Harshbarger and Charlie Lowe has erected the first two poles for overhead, using our recently refurbished line truck. Look for more poles to go up as the weather permits. We never close!



and spread on these tracks to make a landing site for off-loading the trolleys from the tractor trailer. Telephone wires were raised, gardens at bumpers were demolished, passenger loading platforms were reinforced along the edges and platforms were covered with steel sheets to spread out the weight of the truck tires. Switch stand #4 was also reworked.

South of Rte 251, we again demolished the garden at the survey marker. All concrete curbing in that area was dug out with a backhoe shovel. The area was excavated down to base grade. Another 75 tons of stone was delivered and spread. Telephone guy wires were removed at pole. Brush was cleared around high tension tower. Ground was rolled for another 100 feet back for trailer turning area.

When the first trolley came in, early in the morning of Thursday, November 7, our three winterized diesels were running and train crews and heavy equip-

ment crews were standing by to help Silk Road Transport with the off loading process for #168.

Saturday, November 9, Car #168 was moved to NYMT by RG&E loco #1941 and crew and delivered to the passenger loading track.

Wednesday, November 13, Car #161 was received and off-loaded, with snow in the air and beginning to accumulate on the grounds.

Saturday, November 16, Car #161 was delivered to NYMT by RG&E #1941 and placed on the passenger loading track with sister car #168.

Now we have to put the Depot end back together again -- install bumpers and track on sidings #3 and #4, repair broken planking in loading platforms, remove steel reinforcing sheeting, and other wood reinforcing, replace guy wires, put back signs and mail box and get things ship-shape for visitors and the Year End Party. Next Spring we'll replant gardens.

While we were making preparations at the Rochester end, NYMT personnel were prepping the trolley cars at the Iowa end. Jim Dierks and Rick Holahan went out a week in advance of the move, and assisted by Fred Perry, a trolley expert, removed obstructions from the roofs of the trolleys to achieve minimum height for trailer. Couplers were removed to minimize overall length.

Thanks to all those who pitched in on this major effort: Joe Scanlon, George Knab, Dave Goodwin, Walter Morey, Art Mummery, Gale Smith, Dee Mowers, Ted Strang, Dan Waterstraat, Chuck Whalen, Jim Dierks, Jeremy Tuke, John Redden, Norm Shaddick, Rand Warner, Dave Luca, Chris Hauf, Dick Holbert, Bob Miner, Bob Mader, Bill Chapin, Jim Johnson, Charles Harshbarger, Neil Bellenger, Rick Holahan.

The efforts were well documented by: Bernie Cubitt, Gale Smith, Jim Dierks, Dan Cosgrove, Chris Hauf, Bill Lechterhan, Sheldon King, Charlie Lowe, Charlie Robinson.

Surely this must be the most intensive

Continued on Page 4 >>

Herculean Heroics *(Continued)*

cooperative and collaborative NRHS/ NYMT effort accomplished to date. It bodes well for the future as we all look forward to additional joint efforts for increasing the quality of the total experience for the visiting public.

Caboose Conservatory

For the long winter season ahead, we will have all three of our caboose projects located in the yard/Depot area for convenience of restoration efforts.

Jeremy Tuke will be heading up efforts on the BR&P caboose back-dating. John Redden will be spearheading work on the B&O bay window caboose, and Chris Hauf will be leading the effort on the Penn-Central transfer caboose.

Do the Locomotion

John Redden and his engine crews of Norm Shaddick, Jim Johnson, Charles Harshbarger, Bob Miner, etc. have cleared our yard to permit the bringing in of the two trolleys for NYMT.

They have prepped our motive power for winter and will now be relocating our engines to assigned winter locations near our power stanchions to be used for battery chargers and block heaters as necessary.

Loco #1941 was used to move trolleys #161 and #168 from NRHS Depot to NYMT barn.

Loco EKC #6 was called as 80-ton tow truck to pull out our Ford auger truck, mired in mud along ROW. No sweat!

Stillwell Steel

Chuck Whalen and his crew of Bernie Cubitt, Rick Israelson, Dave Behnke and others have the east side of the Stillwell coach almost finished. Using new panels made by Dave and primed by Chuck, Bernie and Rick are really making the new rivets fly.

In celebration of the efforts and progress, we will use the Stillwell coach for our food layout car at the Year End Party. While you're there, take a look at all the hand made new windows fabricated and installed by Bernie Cubitt.

Everlasting Euclid

After we nearly "asphyxiated" Walt Morey on our Euclid loader, that smoked like an old ALCO badly out of tune, we now have brought RELIEF.

George Knab and Charlie Harshbarger have put a new exhaust system on the Euclid and changed the air filter. Dick Holbert got the alternator working. Tires are pumped up and we now have a decent machine again. Thanks guys.

Crash Cart/Hurry Wagon

Blacksmith Bob (Mader) is at it again. Not content with his last project of putting air brakes on our track motor car and passenger trailer, he has a new project underway.

This time it's a "crash cart/hurry wagon" to support our construction equipment fleet. Adapted from a Georgia buggy concrete carrier, it will feature flat bed deck for hauling, extra batteries for cranking, and air compressor for pumping up of soft tires. Way to go Bob! How about a few grease guns, oil cans, hydraulic fluid and anti-freeze on board, too.

Oh, Ballast Beautiful !!

Mark Poppalardo has, personally, been clearing excess ballast off the ties all the way to Reid's Crossing over the past year or more. We now have a beautiful right of way all the way from the Depot, up the hill, to the S-curves near NYMT.

Excess ballast recovered will be used for embankment stabilization on west side, and also for ballasting thin areas north of the S-curves. Thanks for a great accomplishment, Mark!

Batting 1000, Two for Two, A Double, and a Save

Our new heavy equipment mechanic, Art Mummery, with many good years of experience, is on board big-time already.

He found water in the crankcase of our Trojan loader (not anti-freeze), correctly diagnosed the problem, drained and refilled the crankcase, and has the unit on the air.

(Continued next column)

Then he found anti-freeze in crankcase of the down/carry engine on our P&H crane. This was a great catch before any real damage was done. Art is now analyzing causes and potential solutions for this problem area.

There's a Ford in Your Future

After a hiatus of over a year, our old Ford boom truck is starting to run again.

Rand Warner changed the plugs. Joe Scanlon had the engine running on ether. Now if we could just get gas flowing again up to the carburetor!

This truck has done a lot of good work, both on and off the highway, and would be useful if it was serviceable, for our project season in 1997.

They Shall Rise From the Ashes -- Again

Those never-give-up Rowe brothers, Raymond and Leonard, are at it again. This time it's the V-4 Wisconsin gas engine removed from what is now Trailer Car #3.

This pesky engine, which has never run right or well, has defied previous attempts at making it operate.

Now the Rowe brothers have it back together again and seemingly running right. It should be the next prime mover to go into service on operational equipment. Thanks, guys, for a great job.

Barber-Greene Conveyor to Crawl Again

Tom Phillips is continuing the rehab of our crawler conveyor machine. Now that George Knab found a replacement drive chain, we're back in business.

Tom has a starter and magneto installed and working. A radiator and mounting frame are in the works. A generator or alternator, and some wiring will be required next.

Tom has had the engine running. We should expect to get operational service from this useful machine in the 1997 season.

Ditching, Drainage & Dozing

LA&L RR is now ditching the east side of the Mortimer line in the cut area north of our Depot.

We will be rehabbing our several culvert areas that drain down to the LA&L ditches from our NRHS main.

The LA&L crew will deposit their spoil from the ditching to the west of their track.

We will use the spoil to extend our property westward from LA&L, for storage of equipment & materials.

Next spring we will be cribbing our culvert drainage water routes and LA&L will be ditching their west side ditches along the R.O.W.

Program Committee

Jack Matsik (Chairman)	442-6269
Bill Limburg	586-9470
Dan Cosgrove	352-6931
Dave Luca (Board liaison)	288-0318

The Committee welcomes suggestions and ideas for future programs.

For Sale

Track Dept.

- Low throw switch stands
- Self-guarded frogs 90#
- Landscape ties, \$6.00

Signal Dept.

- Crossing signal sawbucks
- Crossing signal lights (just right for your rec room or RR room!)

Tool car

- Outdoor 275 gal fuel tanks

Train Ride with Santa



The Ontario-Walworth Rotary Club is again sponsoring the annual "Train Ride with Santa". The date is Saturday, Dec. 21, and rides are scheduled for 10am, 12pm and 2pm on the Ontario Midland RR. Santa will be on board for each trip.

Cost is \$5.00 per ticket which must be ordered in advance. Proceeds benefit Handicapped Children. Send order to Ontario-Walworth Rotary Club, P.O. Box 152, Ontario Centers, NY 14520 and indicate time. For future information, call 315-524-5211.

Thanks to

Dave Monte Verde and Genesee Valley Transportation Co.'s for donation of railroad ties, switch timbers and signal equipment.

Charles Harshbarger and Jim Johnson for arranging for new air compressor for heavy equipment shop.

Charles Harshbarger and Jim Johnson for several new 4-drawer files and two new bookcases for our engineering office.

Rand Warner for books, tools, hardware, engineering supplies, and anti-freeze.

Dave Luca for battery for Hi-Rail Chevy utility truck.

Neil Bellenger for new carburetor and new muffler for power line auger truck.

Bill Heron for offer of railroad video tapes for our library.

Editor: Did you note Rand's 'poetic' Headlines on pages 4 and 5? The issue will outline 1996 accomplishments, and maybe(?) fortell the future.

Wanted List

Contact: Rand Warner, (716) 425-8586

Track Dept.

- Gage rods
- Track gages
- NYC locks

Engineering Dept.

- Old area maps
- Proportional dividers

Tool Car

- Circular saw, portable, 7-1/4"
- Large adjustable wrenches, 18", 24"
- Deep well impact sockets for 1/2" and 3/4" drives
- Outdoor quartz work light 200-500w.

Signal Dept.

- Bonding equipment
- Insulated rail joints
- Kerosene lantern parts

Motive Power

- Batteries for RG&E #1941
- L-6-1 Cummins for EKC #6
- First aid kits for all locos
- Diesel fuel

Freight Equipment

- Ice tongs for reefer
- Milk cans for milk car
- First aid kits for all cabooses

Passenger Equipment

- Monroe snubbers 32v and 64v interior bulbs

Buildings & Grounds

- Telephone shed
- Speeder shed
- Good working snowblower
- Kerosene for heaters

M.O.W. Dept.

- Locomotive crane
- Jordan spreader
- Track car wheels, new/unused, Fairmont # M11404K
- Diesel and gasoline fuel

Visitor Operations

- Pressure treated planks and timbers for platforms/extensions
- Gasoline fuel for track motor cars.

Train Operations

- Modern electric brakeman lanterns
- First aid kits to go in all track motor cars.

Construction Equipment

- Bobcat type skid steer loader
- Diesel and gasoline fuel
- Antifreeze

Electrification

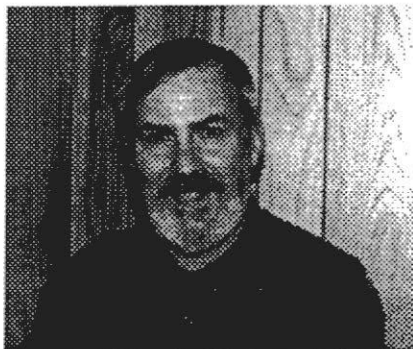
- #4-0 or larger rail bonds
- #4-0 or larger feeder cable
- #2-0 or larger trolley wire
- Ears for hanging grooved #2-0
- 250-500kw diesel generator set
- 600v DC switchboard equipment
- 250v-700v DC generator 200-1000 amps
- Rectifier unit from GP-35 or GP-38 diesel loco
- Rail bonds and bonding equipment

Safety

- Electric blue flag lanterns

Development Committee

- Personnel to work on writing, layout, illustrations, photos and graphics for new development brochure.

An Interview**Ronald F. Amberger**

Ron Amberger was born in Brooklyn, New York on January 13, 1939, as the oldest son of Frank and Joan Amberger. He lived in Brooklyn until the family moved to North Jersey in 1942.

He received a Bachelors Degree in Mechanical Engineering from Rensselaer Polytechnic Institute in 1961, and a Master of Engineering Degree from Pennsylvania State University in 1968. Additional studies were made at Carnegie-Mellon University and Rochester Institute of Technology. Ron is a registered professional engineer.

Mr. Amberger is a Professor of Mechanical Engineering Technology at RIT, where he teaches energy related courses such as thermodynamics, heat transfer, and fluid mechanics. He is an active consultant in steam plants, power generation, industrial refrigeration and building energy systems.

Ron moved to Henrietta in 1972 from Western Pennsylvania.

"We lived a short distance from the West Shore (River Div.) in my childhood -- that did it" for initiating interest in railroads. His current interest is in steam locomotive technological history both in US and around the world. He is very interested in steam locomotive engineering. This lets him to combine engineering background with his interest in railroads. He's also interested in rail photography and videography.

Ron joined the Rochester Chapter around 1975 or 76. Previously he was a member of Baltimore, Cincinnati and Pittsburgh chapters.

He has, and is, serving the Chapter in numerous endeavors. He has been a member of the Board of Trustees, Vice President and President. He has served on the museum buildings and grounds committee for some time. For many years Ron was a member and later chairman of the publications committee. He worked on the Water Level Route and was a co-author of Canal Boats, Interurbans and Trolleys. He also edited about five of the calendars.

He is currently active with museum committee looking into bringing a steam locomotive to the museum.

Professor Amberger is a member of the American Society of Mechanical Engineers, the Railway and Locomotive Historical Society, and the New York Central, Pennsylvania, and Baltimore and Ohio RR Historical and Technical Societies.

Ron was the consulting mechanical engineer for the Susquehanna RR when they bought their (ill-fated) Chinese steam locomotive. He also performed boiler calculations for the Knox and Kane RR Chinese steam locomotive. He has led five railroad tours to China, concentrating on those with steam power.

Construction & Equipment

by Joe Scanlon

The construction gang recently contributed to the site preparations necessary to receive and unload the two NYMT trolleys shipped from Iowa.

George Knab used the 15-B backhoe to remove heavy concrete curbing from a large traffic island and to box the road. A brand new volunteer, Mr. Walter Morey, owner of Morey Equipment Company really made our Euclid loader talk and spread six truckloads of crushed stone with an experienced eye and a steady hand. Dave Goodwin, along with Jeff Carpenter, piloted the International dump truck and hauled countless loads to the equipment display area. Joe Scanlon polished off the finished grade with the Huber-Warco road grader. Bob Mader and Rand Warner also pitched in, taking shifts on the Euclid loader.

It sure was a pleasure to see everything working together! By nightfall virtually all of the work was done -- and we were ready to receive the trolleys! This project was a dramatic demonstration of our teamwork ability to accomplish a major task in one single day.

Just wait to see the dirt fly up at the twenty-fifth anniversary building site! A big thank you to all who participated in the unloading site prep.

Construction Gang adds two volunteers

by Joe Scanlon

Please help welcome two new volunteers to the construction gang:

Mr. Walter Morey, owner of Morey Equipment Company, is a seasoned veteran of the construction industry, who has owned his own business for many years. Walter has performed many varied construction projects, but his specialty is -- would you believe -- railroad track construction! Walter has offered to help us when his busy schedule permits, and has also offered us the use of some of his heavy equipment. Welcome, Walter!

Mr. Art Mummery is a retired heavy construction equipment mechanic and member of the Rochester Local 832 of the International Union of Operating Engineers. Art was chief mechanic for the Rochester branch of Dow Equipment Company and is an internationally known expert on heavy equipment, specializing in cranes and excavators. Art has offered to help get our equipment fleet into shape, and has already rolled up his sleeves and torn into the Austin-Western rough terrain crane and the Trojan loader. Welcome, Art!

Australian preservationist wants correspondents.

We have received a letter from Wes Harris of Australia, who wishes to correspond with railroad preservation groups in the USA. He belongs to five groups and plans to join three more. He has requested membership information and stocklist of our collection. Wes' address is: Wes Harris, 215 South Bank Road, Bunyip, Victoria, Australia, 3815.

THE INTERNET *from Mike Byrne*

(The following came from dannyb <dannyb@access.digex.net>, dated 11/20):

The Conrail-CSX merger

The Surface Transportation Board will rule on the proposed merger within 300 days of receiving an application, which is expected to be filed on March 1, 1998.

On November 19, a Federal District Court refused to issue a temporary injunction, sought by Norfolk & Southern, to block the proposed merger. Hearings before the House Transportation Committee will look into the post merger status of jobs in Central Pennsylvania and will be weighted heavily in considering whether rail merger legislation is required.

Heavy rains on November 8, resulted in CP Rail's line between Montreal and Schenectady to be out of service for 48 hours. Washouts and high water were the problem.

Genesee and Wyoming purchased Rail Link Inc. for \$9,000,000. Rail Link manages 20 switching operations and three short line railroads, as well as a locomotive leasing operation and rail car cleaning facility."

Excerpts from Conrail Newswire:

Although Cleveland had the biggest snowfall in the last 30 years (some areas had 69" of accumulation), Conrail operated as "business as usual".

Conrail sold 14 of their Flexi-Flo bulk transfer facilities to two companies. In our area, Matlack Bulk Intermodal Services, Inc. acquired two facilities in Buffalo and one in Syracuse.

Compared what was reported in *The Semaphore* several months ago, Conrail has seen a +1.3 percent YTD increase in traffic as of November 17 with that week being +4.4% above the same week last year.

In like manner, safety numbers are very encouraging. Of seven divisions, five reduced their injuries compared to last year. Albany saw an almost 40% improvement; the goal is 50% system-wide.

Remembering at Christmastime

by Joe Scanlon

It was the early 1960's and life was so much simpler then.

Fresh out of high school, undecided about a career, single, no commitments, no responsibilities -- just layin' back, lovin' life.

This is when I met John Franklin Collins the third. Jack worked on the railroad (the New York Central as I remember) in Syracuse. Jack lived with his parents off Genesee Park Boulevard in Rochester and drove his old 1933 Chrysler back and forth to his job. Boy, did I love that car he drove. A big, boxy old classic, complete with dual sidemounts (spare tires mounted on both the right and left front fenders). The old Chrysler looked like it came straight from Chicago, and you expected 'Big Al' Capone to climb out of the rear compartment!



Jack's father was a successful photographer and Jack also dabbled in it. He enjoyed chasing trains, and took many photos in the declining days of the steam era of the vanishing steam locomotives.

During this same time period I met and began dating Mary Hilbert, an attractive nursing student at St. Mary's Hospital.

Life goes on, and things have a way of changing. John Franklin Collins the third one day decided to get rid of the old car. Knowing how much I loved it, he insisted on selling it to me. Mary Hilbert became my true love -- the Chrysler became my second love. Boy, did I love motoring around in that car.

Life continued to change. John Fitzgerald Kennedy went to the White House and the United States became Camelot. We began hearing about an unknown country called Viet Nam. Mary Hilbert became Mrs. Joseph Scanlon and John Franklin Collins became one of my pleasant memories. The 1933 Chrysler became a pleasant memory, being sold to help pay for a young man's college education. An assassin's bullet in Dallas brought Camelot crashing down. Viet Nam brought America into one of its worst conflicts -- both here in America and over there.

Life goes on. Mary and Joe raised five strong successful children and are now grandparents. Joe joined the National Railway Society and learned that John Franklin Collins III had been a member some years earlier.

The National Railway Society's Chapter calendar has always been a pleasure for me to post in a prominent place, and see the historical part preserved. My heart skipped a beat when I opened to the December 1996 picture of a Pennsy steam locomotive preserved forever in black and white -- with John Franklin Collins 1933 Chrysler -- and Joe Scanlon's 1933 Chrysler -- sitting right next to it.

I could see John Franklin Collins crooked little grin as he framed that picture.

Although he's long since passed away, I'm sure he had that same little grin as I first saw the December 1996 calendar with one of the loves of my life tucked away in the corner.

Do you believe in fate? or magic? or maybe divine intervention? Pure coincidence doesn't explain it, and I certainly can't. But whatever it is, there's room for a little holiday magic during this festive Christmas season, and I believe.

**Merry Christmas
to all!**

& Happy New Year!

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

Trustees: Neil Bellenger, Charlie Harshbarger, Steve Oagley, John Redden, Joe Scanlon, Rand Warner,

The Semaphore Staff:

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Printing: Dave Luca

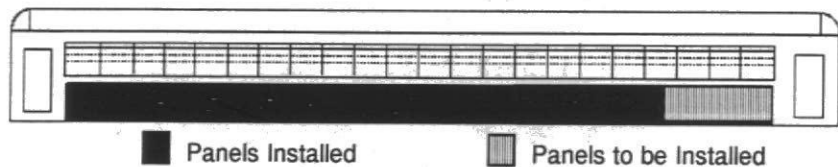
InterNet (World Wide Web) address:

<http://www.rochester.ny.us/railmuseum.html>

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: Almost Done

The installation of all new panels on the exterior of the Erie Stillwell Coach is nearing completion and may be done by the time you receive this issue. The graphic below will then be "retired".

**The Semaphore**

Rochester Chapter

National Railway Historical Society

P.O. Box 664

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Chapter Meeting & Program:

Steam Railroads in

Switzerland

by Tom Tischer

8:00 PM, Dec. 19, 1996

40 & 8 Club

933 University Ave.