



# The Semaphore

Newsletter of the Rochester NY Chapter,  
National Railway Historical Society

February 1997  
Volume 39, No. 6

Program for February 20:

## STEAMTOWN

OVER THE PAST 8 YEARS

The next membership meeting at the 40 & 8 Club will be a slide show by Chris Hauf. This show will cover Steamtown in Scranton, PA over the past eight years. The show will include coverage of the 1995 "Steamtown Grand Opening" and more.

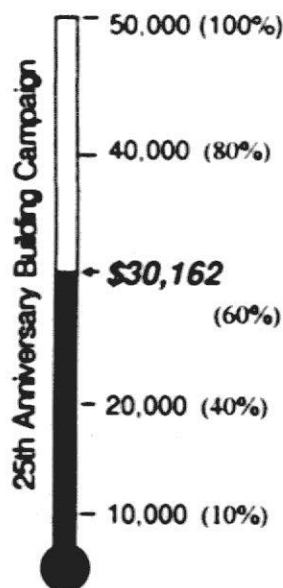
### Program Committee

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. Contact any of the Committee members.

See Page 9 about last month's 'mystery photo'

**Wanted:** Persons to man table at Edgerton Park Show on March 16. Contact Jeremy at 359-8944.



## Sixty Years of Locomotive Smoke and Diesel Fuel

(A Brief History of the Rochester Chapter NRHS)

By Donovan A. Shilling

The Rochester Chapter of the National Railway Historical Society will celebrate sixty years as a chapter. On Thursday, February 4, 1937 a small group of rail enthusiasts met to celebrate their membership as the sixth chapter of the National organization. Their meeting place was the second floor of the New York Central Depot on Central Avenue. Among the little band of intrepid rail fans were those that shared a love for the powerful Hudsons racing through the countryside hauling long trains of freight cars or the swiftly moving locos such as the *Twentieth Century* that pulled strings of passenger coaches between New York City and Chicago.

Others among the group enjoyed watching an endless series of switch engines performing switching operations at Lincoln Park, Atlantic Avenue, Goodman Street and Kent Street. All, however, enjoyed taking rail fan excursions and discussing, endlessly, the various attributes of one type of locomotive power over another.

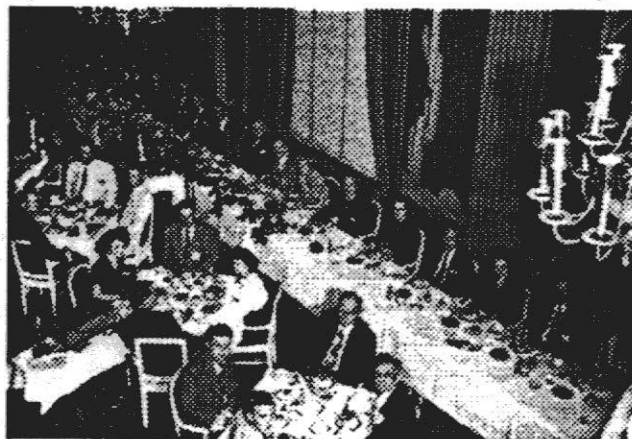
At first the chapter had but ten pioneering members representing, as we do today, all ages and walks of life. John Abbott was a baggage-man, Peter Barry worked at electrical distribution (He would latter become Rochester's 59th mayor), William Buckland, a banker with Genesee Valley Trust Company, Charles Brunell, a clerk at Lincoln Alliance Bank, Charles Hess, a retired tobacconist, Ward Shafer, a ticket agent, George Slyferd, a printer,

Karl Sweeney, a bookkeeper, Bernard Ward, a teacher and the Chapter's President, and John Woodbury, a clerk at Stromberg-Carlson.

We owe much to those ten original members. John Woodbury's immense collection of railroad photos and literature were once the heart of the Chapter's library. Charles Hess and William Buckland provided financial support. Ward Shafer's enthusiasm kept the organization strong and moving. Bernard Ward's leadership and good humor maintained the group's spirit while Peter Barry's winning personality helped win new members for the Chapter.

Just twelve years later, the Chapter had grown in both size and national recognition. Thus Rochester was chosen as the site for the Ninth National Convention of the NRHS. On September 3-5, 1949, rail fans from throughout the nation convened at the hotel Rochester for their annual meeting, grand banquet and much anticipated rail excursions.

Continued on Page 8



Just one view of the National NRHS banquet, hosted by the Rochester Chapter in Sept. 1949 at the Hotel Rochester.

### Development Committee

by Jeremy Tuke, Chairman  
359-8944

Your Development Committee has begun to work on producing a professional looking presentation piece which may be used in efforts to increase local and statewide corporate financial support for the Chapter.

Part of this will involve developing an Annual Report for activities at the Rochester & Genesee Valley Railroad Museum, as well as other Chapter activities. If there are any members with experience at writing grant proposals or other fund-raising activities, and you would be willing to share your expertise, please contact Jeremy Tuke, committee chairman, as soon as possible.

Other committee efforts involve increasing Chapter participation at local "train shows" to improve public awareness of the many things we have to offer as a Museum and Society. There are two big shows coming up in April in the Buffalo area which will draw railroad enthusiasts from all over the region, and a Rochester Chapter table would greatly help increase awareness of our Museum for this coming season.

*Please* consider helping your Chapter with this worthwhile project, and contact Jeremy Tuke or Chris Hauf if you can help. We need to know as soon as possible so we can determine whether or not to commit to a table and/or space.

### G&W Ceases Operations?

Observations by our members indicate that the Genesee & Wyoming Railroad has ceased operations between Rochester and Retsof. Note that no official word has been published.

The Retsof salt mines were its principal customer. That mine was eventually closed after a roof cave-in and subsequent flooding of the mine. Earlier it was thought the railroad would extend a branch to a new mine, but that mine did not materialize.

The Retsof facilities are being used as a salt distribution point; however, transportation is by trucks, not by rail.

### Motor Car Training

by Jeremy Tuke, Coordinator.  
359-8944

Once again it's time to begin thinking of the 1997 Museum season, which for me means also thinking of Track Car Training classes.

For the 1997 season we will be following the same format as the past few years. This will involve several "classroom" sessions, held in late March and early April, where rules and operating practices are reviewed and discussed. Once the weather becomes more favorable (hopefully) in April and early May we will commence with the "hands on" portion of the training. I am anticipating holding at least three different "classroom" sessions and at least three "hands on" sessions. I am hoping that all of the operators who were qualified in 1996 and did such a terrific job will be available again in 1997. I would also encourage anyone interested to come forward and get yourself qualified to operate in the 1997 season.

If trends continue we will be busier than ever this season, and will need all the operators we can get qualified. Remember also that there are two "new" track cars to be qualified on for the 1997 season: TC-3 (the "Roemobile") and TC-4 (the "Madermobile", featuring air brakes and other interesting operating aspects!). Old faithful, TC-2, has been recently moved into the NYMT barn for overhaul, and will most likely not see service at the beginning of the season. Stay tuned for more updates!

### Despatch 'Paint' Shop Burns

The large building that was used to paint railroad cars at the former Despatch Shops in East Rochester, was destroyed by fire on January 8.

Jim Burlingame, Village Historian, states that this was one of the 'newer' buildings. It has glass skylights, which were covered by sheet metal by the time of the fire.

Several other buildings, including the headquarters, remain and were built in 1898. They are in use.

### Membership Report

by Thomas A. Way, Chairman

*Welcome to these new members:*

**Richard D. Bean**  
2 Redfern Dr.  
Churchville, NY 14428  
293-2131

**Walter A. Morey**  
90 Lee Rd.  
Rochester, NY 14606  
235-3949

*Note change of address for following:*

**Martin W. Dailey**  
69 Brentwood St.  
Rochester, NY 14610  
482-1595

**Gordon L. Fewster**  
12 Ben Hogan Dr.  
Hendersonville, NC 28739  
(704) 692-5983

**Robert J. Hughes**  
2403 State Hwy 65  
Bloomfield, NY 14469

**Teresa M. Kellett**  
147 Summit Dr.  
Rochester, NY 14620  
256-2089

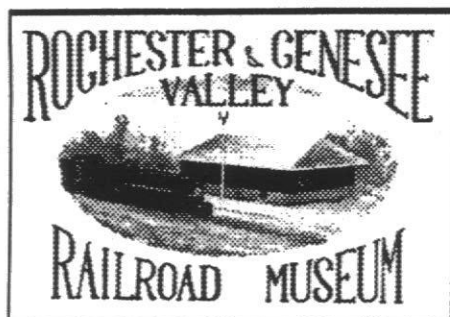
The 1997 Chapter enrollment stands at 168.

### East Rochester Centennial

Chris Hauf is heading up our joint activities with the East Rochester Centennial effort throughout 1997, the same year as our Chapter's 60th Anniversary. Stay tuned for more info from Chris on what we'll be doing related to the former M.D.T. car shops.

Meanwhile, take a trip out to the East Rochester Village Hall and get a good look at the beautiful job the village has done with our Model Box/Reefer car restoration. This 1/3 size scale model has been expertly rehabbed including repainting, relettering and repair/replacement of damaged or missing parts.

There sure has been a lot of good work done since we jointly moved it out of its most recent display location at New York Museum of Transportation a couple of years ago. Our congratulations and best wishes to East Rochester!



Rand Warner, Chairman, 425-8587

## General

In this issue you will find articles written by the Superintendents of our various functional areas. In these articles they will be looking ahead with you — our volunteers and supporters, to what we can accomplish together in 1997. Please contact any of us if you have additional suggestions, comments or pet projects you wish us to look at. *RW*

## Year End Party

Our Annual Year End Party, held Saturday afternoon and evening of January 11, was enjoyed by a large crowd, thanks to good weather, good food, good operations, and lots of good help.

We had a number of "firsts" at this year's party, which we should all take satisfaction in, as follows:

- First use of fully operational signal control board.
- First use of control board and signals to release trains.
- First use of real back-up lights on both cabooses.
- First time with classification lights on EKC #6 loco.
- First time around the loop at NYMT with trains.
- First time to new trolley cars at NYMT as destination.
- First time with insulation and all new sides on Stillwell coach.

Thanks to all our NRHS personnel and to Ted Strang and Jim Dierks at NYMT, who helped make this year's party a great success. *RW*

## Save this Date: May 17

May 17 is the date of our Annual Banquet. Details to follow.

# Plans for an Active 1997 Season

## Looking Ahead To 1997 (and Beyond)

by Jeremy Tuke, 359-8944

In the January, 1997 *Semaphore*, Rand Warner provided an outstanding recap of the rather amazing list of accomplishments the membership has achieved at the Rochester & Genesee Valley Railroad Museum in 1996. This article (and a phone call from Rand) has prompted me to attempt to look ahead towards the 1997 season, and beyond, and identify a list of things which may be possible to accomplish in the coming year or so.

### Chapter In General

- Increased membership.
- Participation in local Train Shows.
- Increased volunteer participation at all levels.
- Permanent Chapter Library/Archives location.

### Museum Activities

- Well publicized and attended 60th Anniversary Celebration.
- Achieving the \$50,000 Restoration Building Goal.
- Beginning of a second \$50,000 fund drive.
- Restoration Building site-work completed and building in place.
- Clean-up and organization of storage areas.
- Continued Depot site improvements.
- Revenue trips in Spring and Summer.
- Increased ridership for Fall Foliage Trips.

### Equipment

- Erie C254 restoration completed.
- BR&P caboose under restoration.
- PC transfer caboose restored.
- NYC caboose exterior completed & painted.
- 1941 (Beebe) repainted and having new brake system.
- Refrigerator cars on the property and under restoration.
- LVRR and PRR cabooses in the collection.
- Return of Subway Car 60 to Chapter.
- DL&W baggage car repainted.
- Stillwell car exterior restoration completed.

- DL&W MU car weatherproofed and repainted.
- TC-2 engine rebuilt and operational.
- Construction equipment in secure, fenced area.
- Indoor track car storage.

### Trackwork

- Entire line levelled and ballasted with donated professional assistance.
- Passing siding North of Reid's Crossing.
- Track laid to Restoration Building.
- M of W set-off track.
- Siding on West side of LA&L.
- Improvement of yard trackage.
- Trolley electrification.

Maybe it's not such a short list, but many of these goals and visions are achievable within the next year or so. Do you see something that interests you? Would you like to become involved? The Rochester & Genesee Valley Railroad Museum began a little over twenty-five years ago with "a dollar and a dream" and we now have one of the most unique museum operations in the country. All that has been accomplished can be considered a starting point for many great things to come.

## Visitor Operations - 1997

by Don Shilling, 381-3171

Visitor Operations in 1997 will see several new "twists". Plans are underway to make the visitor experience more interesting and easier for the Depot guides to administer.

Five years ago one lonely guide was all that was needed to shepherd those few Sunday visitors we had around our sparsely filled yard. After linking rails with our neighbors on the hill, NYMT, we soon initiated track car rides.

The association caused us both to grow - in the number and variety of rail cars, exhibits, and volume of visitors. The 1997 season may be such that two guides are not enough on a busy Sunday. Chapter newcomers will be invited to join our seasoned volunteers

*Continued on next page >>*



## Visitor

(Cont'd from Pg 3)

for an hour or two on several Sundays. This will provide break time for the guides and offer newcomers first hand experience. We'll also attempt using our spouses. Two couples, teaming together, can offer a "family-type" feeling to the visitor experience.

All Chapter members are eligible to be Depot guides. They are requested to donate ONE Sunday during the summer to aid in our Visitor Operations Program. Hours are from 11:00 AM till 4:30 PM.

### Note Change in Procedures

This year *The Semaphore* will carry a list of volunteer Depot guides and their assigned Sundays. If an Act of God should cause a guide to be unavailable on their assigned Sunday, they can contact someone on the list to switch assignments. That way the Depot should always be covered.

### Motive Power Plans for 1997

by John E. Redden, Supt, 594-2227

#### RG&E #1941

Our primary goal for the coming year will be to upgrade the safety and reliability of the Rochester Gas & Electric 45-tonner number 1941. We acquired the engine in 1991 and had to make repairs to the gear train in one truck at that time. Other than that, the engine has operated with comparatively little maintenance.

There will be a lot of work done on the brake system. The biggest single improvement will be the replacement of the main air reservoir. Last year, Jeremy Tuke located a suitable replacement and arranged to have it donated. Later, Art Mummery and George Knab removed it from its base and prepared it for mounting on the locomotive. After the reservoir is hydrostatically tested, we will remove the old reservoir, which is badly corroded. At the same time, we will replace a lot of the original air piping, which is also corroded. Periodic maintenance will be done on the various brake valve assemblies. In addition, there will be improvements to the hand

brake to make it more easily applied and released.

There are numerous other small jobs that are scheduled for the 1941. Among them are replacing cracked windows, fixing the cab heater, and improving the electric block heaters. Finally, we hope to be able to replace the battery set in order to provide more reliable starting.

#### EK-6

This engine has received most of the attention over the last several years. It has had many windows replaced and had other minor maintenance. We will continue to work on the fuel filter blockage problem and hopefully come up with a permanent solution.

Dan Waterstraat has kindly offered to have the engineer's seat re-upholstered, at his own expense. It is in the 'shop' now, and should be complete and re-installed by the time you read this. He has also volunteered to continue to paint touch-up work that he started last year. The black areas look better than they have in years.

The crew of Art Mummery and George Knab has been investigating the purchase of a replacement L-6-1 Cummins for the number one prime mover, which is disabled with a broken crankshaft. If the right combination of an affordably priced, matching engine is located, we may be able to attain one of our long-standing goals of re-fitting the EK-6 and bringing it back to its rated (500) horsepower.

#### NKP #79

The main problem with this unit continues to be the contaminated fuel, similar to the EK-6. We hope to have a solution for both units soon.

#### USA #1843

The Fairbanks continues to operate nearly flawlessly. No serious problems have been encountered, and we have no major work planned in the near future. There are several areas that could use some touch-up paint, and one electrical contactor needs to be rebuilt.

#### LV #211

The paint on the 211 is starting to show a little wear. It's now been about six and one-half years since we repainted the unit. We will give some attention to touching up areas that have been weathered, particularly on the cab roof and hood roofs. In addition, one cylinder has started throwing oil out of the exhaust stack. This will require some attention in the near future, possibly this summer.

### Construction & Equipment Goals for 1997

by Joe Scanlon, Supt.

- ☐ Grade site for 25th Anniversary Building pad.
- ☐ Re-organize heavy equipment as an orderly display.
- ☐ Obtain another 200 feet of storage/display area west of LA&L and north of present area.
- ☐ Obtain use of field west of parking lot/display area.
- ☐ Repaint Galion roller, Huber grader, Ford forklift, 15-B backhoe, Trojan loader.
- ☐ Make 15-B crane operational.
- ☐ Repair/replace lower unit engine in P&H Army crane.
- ☐ License P&H Army crane for over the road transport.
- ☐ Add 20 feet of boom to P&H Army crane.
- ☐ Extend Haul road to NYMT.
- ☐ Provide slope stabilization and grading east of LA&L from NRHS culverts.
- ☐ Obtain 2-bay heavy equipment shop building.
- ☐ Obtain small bulldozer.
- ☐ Make Barber-Greene conveyor fully operational.
- ☐ Obtain railroad crane and flatcar.
- ☐ Make Mack DM-600 operational.
- ☐ Make Mack B-30 operational.
- ☐ Make Keystone skimmer operational.
- ☐ Make boom truck road-worthy & operational.
- ☐ Obtain good surveyor's transit and level.
- ☐ Rebuild cab on Mack six-wheel dump truck.
- ☐ Surface equipment display area with gravel.

## Track & Right-of-way Plans for 1997

Rand Warner, Acting Supt. 425-8587

- ☐ Extend Siding #7 for badly needed storage capacity.
- ☐ Realign frog in Switch #6 for safer, smoother run-through.
- ☐ Raise west rail, Switch #6 to Scanlon's curve, in low spots.
- ☐ Take out kinks, Switch #6 to Scanlon's curve.
- ☐ Take out kinks, Reid's Crossing to first S-curve.
- ☐ Take out dips, Reid's Crossing to first S-curve.
- ☐ Grind rough rail joints, NYMT to NRHS.
- ☐ Layout Switch #8 for new barn and pre-assemble in panel track.
- ☐ Layout Switch #9 for Reid's siding and pre-assemble in panel track.
- ☐ Reinforce sharp curves at NYMT with heel blocks.
- ☐ Super elevate first curve north of Gile's crossing.
- ☐ Replace more timbers in NYMT switches at four places.
- ☐ Install additional gage rods on sharp curves at NYMT.
- ☐ Ballast thin areas on NYMT track-age
- ☐ Extend Tracks #3, 4, 5 a few feet and reinstall bumpers.
- ☐ Grind off swaged over rail head edges to reduce wheel wear. *RW*

## MOW Equipment

by Norm Shaddick, Supt. 865-2773

Although the onset of winter has brought track car operations to a close for the most part, there continues to be a certain amount of activity in this department. After several years of somewhat dependable, if smoky, service as primary motive power for our public track car rides, TC-2 has been taken out of service for a well deserved engine overhaul or replacement. Several hardy members manhandled it into the barn at the NYMT during a recent blustery January Saturday, and it now awaits some interested volunteers to start tearing into the Oliver-Cletrac engine while working out of the weather.

The Jackson tamper has been taken down into the yard for the winter in

order to keep the battery charged. Meanwhile the crane car and its associated tool car have been keeping busy moving signal parts around the vicinity of Switch Six. It was hoped that the Kershaw snow-broom would have been activated this season, however, problems with the air brake system have not yet been rectified, and therefore it remains out of service.

The sheet metal, donated by Jeremy Tuke, and formed into engine panels for the "RoeMobile" (TC-3) by Dave Behnke, was installed by Bob Miner, while Jeremy Tuke donated tarpaulins to help shield TC-3 and TC-4 from the wintery blasts. Future plans call for the purchase and installation of several new "tires" for our track cars prior to the museum's spring opening.

## Passenger Car Report

by Bob Miner, Supt. 671-3589

Another year is upon us and there is much to be done on the passenger cars. The coaches at Industry are all in need of work. Several members have put a lot of time in on the Erie Stillwell coach so it's in the best shape it's been in since we owned it. The old rusty side panels have been replaced and most of the windows have new frames. The interior needs more restoration and the exterior needs painting. I am not sure how the roof is but most of the cars need roof work.

The MU car could use a coat of paint and some sprucing up in side. Thanks to Gale Smith, the Pine Falls is looking better. He has done a lot on the interior and sealed up the windows to keep out the rain and wind. The roof needs coating, the West side needs metal work and the windows need replacing. The B&O Baggage/tool car needs painting and roof work. The DL&W Baggage needs paint and probably roof work.

The NYC Coaches at Sodus have earned their keep but time has taken it's toll. The windows are no longer clear and must be replaced. The air conditioning refrigerant must be replaced and car 2567 must have the Head End Power wires added to the B end.

## Here is my NYC COACH WORK TO DO LIST:

- ☐ Replace pedestal liner SW truck, car 2572
- ☐ HEP wires rubbing on genemotor
- ☐ HEP wire holders at ends of coaches cracked
- ☐ HEP wire holders between coaches cracked
- ☐ Lubricate fans
- ☐ Add side bearing wear plates 5021 & rebuild snubbers
- ☐ Change Genset fuel filters
- ☐ Check brake shoes for wear (make even on north sides, same wheel set)
- ☐ MG17 output voltage Hi on 2578 (170V)
- ☐ Eliminate need for batteries
- ☐ Finish HEP wiring of 5021
- ☐ Finish HEP wiring of 2567 east end
- ☐ Generator pilot light out 2568
- ☐ Fix torn seats
- ☐ Replace Freon 12 with new refrigerant
- ☐ Check truck side bearing rollers
- ☐ Check AC for leaks
- ☐ Clean AC condensers
- ☐ Clean AC evaporators
- ☐ Check AC compressor RPM all cars
- ☐ Onan generator in 5021 will not run
- ☐ Lube center plate 5021
- ☐ Fix leaks all cars
- ☐ Check for & fix broken seat mounts
- ☐ Fix loose trim
- ☐ Check all motor & generator brushes
- ☐ Check air filters in AC ducts
- ☐ Remove ESR name & put on NRHS (2566 OK)
- ☐ Install diaphragms between cars
- ☐ Match car heights (level cars)
- ☐ Put locks on electric lockers
- ☐ COTS DUE ?
- ☐ Inner door closers ?
- ☐ Install inner door hold open device on B end
- ☐ Install drain pipes for water tanks
- ☐ Rebuild brake cylinders
- ☐ Move exhaust fan power to its own switch or toilet lights
- ☐ Remote modulate AC compressor
- ☐ Remote switch for genemotor
- ☐ Clean vestibule tread plates & steps
- ☐ Lube & check slack adjuster engines
- ☐ Turn train set to even wheel ware

## Operations Committee Overview and Plans for 1997

by John Redden

The Operations Committee is a subcommittee of the Preservation Committee. It was chartered to oversee the operation of the Chapter owned railroad equipment. We meet every second Thursday evening at the Depot, year round. Topics include equipment operation, acquisitions, restoration, maintenance, training, and safety.

In addition to the regularly scheduled Operations meetings, the Committee also organizes Safety meetings on a periodic basis. These meetings have had wide-ranging topics, from Crane Safety to Radio Rules, to railroad safety. Last year, for example, we sponsored Book of Rules classes. A total of twenty-one people attended these classes and passed the test, thus qualifying to operate as brakemen. In the coming year, we will expand on this program to include air brake training.

The Operations Committee will continue to meet every second Thursday at the Depot for 1997. We will be using these meetings to help plan for many of the activities that our members and the public enjoy, such as motor car operation, picnics, and Summer member meetings. We will be organizing the equipment displays and arrange it to accommodate the many restoration activities that are continuing throughout the year. We will also help coordinate some of the longer range plans for the Museum complex, such as track laying, and preparations for the Restoration Building.

## Thanks to our Generous Donors

**Jim Dierks** for info on surplus drill presses.

**Charles Harshbarger** for 155 gal gasoline, 50 gal kerosene, dust pans, trash can, washer fluid, lumber, dry erase board.

**Dave Luca** for pedestal liners, filters, caulk, light bulbs, paint stripper, cup hooks, copy paper, stamps, faucets, sandpaper, rust inhibitor, ticket stock, hardware, chemicals, Kroil, v-belt, gasoline. Also for fence paint, supplies, depot paint, tractor parts, bunting, flags, switch plate, colored paper, posters, soap dishes, 12 volt battery, electric heater R-12 pressure cylinder, plastic ware, postage.

**Norm Shaddick** for antifreeze, heater wick, spark plug cleaner, paint, rust inhibitor, titanium drill, hardware, oil, bulbs, wasp trap, lumber. Also for fuel pump, gages, exhaust adapter, horn, staples, spark plugs, fuel filters, anti-freeze, cooling conditioner, roller and handle, track car wheel gage, Christmas wreath, lantern battery.

**Raymond & Leonard Roe** for delivery and donation of firewood, plywood, bolts, lumber, sheet rock, spark plugs, gaskets.

**Jim Johnson** for kerosene - 10 gal.

**Chris Hauf** for paint, hardware and fasteners for P-C caboose, felt, lumber, decking sealant, steel plates, caulking gun, brackets, tape, bulbs. Also for metal plates, putty, brushes, aluminum stripper, lights, spray mount, trim, lacquer thinner, sandpaper, wasp spray.

**Jeremey Tuke** for NYC padlock, office supplies, copying, headlights, marker lights, paint, lamp parts, flanges, copy paper, traps, cords.

**John Redden** for hydraulic hose, switches, heat tracer, exhaust kit.

**Dave Hulings** for first aid supplies.

**Jim Dean** for telephone boxes, lock box, call board, switch mast.

**Dick Holbert** for ignition switch, wire, radio control desk set, radio channel elements, 8-channel radio, speaker.

**Jan Dittmer** for plants, postage, daffodils.

**Rand Warner** for stainless dishes, anti-freeze, parts, tools, books.

**Joe Ballo** for 2000 linear feet yellow pine tongue & Groove siding.

**George Knab** for welding tanks, hydraulic hoses, v-belts, shelving.

**Bill Blaesi** for oil, emery paper, caution tape, work gloves, rubber gloves, wire lube, paint spray, hardware.

**Bob Mader** for lettering supplies, tire chains.

**Sanders Brothers** for straw bales.

**Neil Bellenger** for carburetor for auger truck, gas can, bar oil, oil mix, Poulan chain saw, saw case, muffler and pipe and clamps.

**Gale Smith** for kerosene fuel, paper towels, supplies for cleaning.

**Bill Chapin** for kerosene.

**Dan Waterstraat** for diesel lube, anti-freeze, Skill saw and blade.

## Buildings & Grounds

by Dave Luca, Supt, 288-0318

1997 promises to be a very busy year for the Buildings & Grounds department. Last year, in preparation of our 25th Anniversary Celebration, several projects were started on the depot which we hope to complete this year. We plan to repair, sand, stain and seal the floor in the south waiting room and complete the repainting of the depot exterior.

Last year the iron fence in front of the depot was passivated. This year the finish coat of paint will be applied. Improvements to the depot drainage system and the drainage east of Track #5 should be addressed this spring. The remaining deteriorated concrete slabs in the depot front apron will be replaced. This year we need to complete the earth work on the west side of LA&L's trackage, relocate the construction

equipment and gravel the parking area. Removal of all the stored material adjacent to Tracks #1, #2 and #5, including that which is stored under the tool car and "Pine Falls," is a high priority item for this year. Finally, now that the relocation of several tons of track material is complete, we can prepare the building site for the construction of our Restoration Facility.



## Wanted for our many project areas

### Motive Power

- ☐ Batteries for RG&E #1941
- ☐ Diesel fuel
- ☐ Sponsors for L-6-1 Prime mover for EKC #6.

### Passenger Eqpmt.

- ☐ Monroe snubbers
- ☐ Light bulbs 32v, 64v

### Freight Eqpmt.

- ☐ Reefer tools
- ☐ Milk car artifacts
- ☐ Good box car
- ☐ Good flat car

### Track & R.O.W.

- ☐ Track gages
- ☐ Gage rods
- ☐ Power rail saw
- ☐ Power rail drill
- ☐ Track bolts for 80# rail
- ☐ Track bolts for 90# rail

### Bldgs. & Gnds.

- ☐ Good working snow blower
- ☐ Kerosene fuel
- ☐ Telephone shed
- ☐ Speeder shed

### M.O.W. Eqpmt.

- ☐ New track car wheels: Fairmount #M11404K
- ☐ Locomotive crane
- ☐ Jordan spreader
- ☐ Ballast hopper car
- ☐ Gasoline fuel
- ☐ Tie remover/insertor

### Construction Eqpmt.

- ☐ Skid steer loader
- ☐ Antifreeze
- ☐ Hydraulic fluid
- ☐ Small bulldozer

### Engineering

- ☐ Old area maps
- ☐ Proportional dividers
- ☐ Current probe: DC 0-1000 amp
- ☐ Good transit
- ☐ Good level

### Tool Car & Shops

- ☐ Deep well impact sockets 3/4" and 1" drive
- ☐ Cantilever jacks for passenger cars.

### Train Operations

- ☐ Diesel loco lube oil
- ☐ Diesel fuel conditioner
- ☐ Antifreeze
- ☐ Air brake system conditioner

### Visitor Operations

- ☐ Pressure treated planking for extending loading platforms.

### Communications, Signals & Power

- ☐ NYC switch locks
- ☐ Kerosene lantern parts
- ☐ Signal bonds & equipment

### Electrification

- ☐ Rail bonds #4-0 or larger, copper
- ☐ Rail bonding equipment
- ☐ #4-0 or larger feeder wire
- ☐ #2-0 or larger trolley wire
- ☐ Ears for hanging #2-0 grooved trolley wire
- ☐ 250-500 KW diesel generator set
- ☐ 600v dc switch board equipment
- ☐ GP-35/38 rectifier

### Safety

- ☐ First aid kits
- ☐ Fire extinguishers
- ☐ Blue lights
- ☐ Blue lanterns

### Development

- ☐ Presentation package assistance
- ☐ Annual report assistance.

## A Video Review

### EUREKA & PALISADE

A Videotape from Pentrex

Reviewed by William Heron

There's no point, dear reader, in keeping you in suspense, this truly is an excellent tape. Chances are you'll enjoy viewing it as well as owning it so that you can go back from time to time and savor it again.

The "star" of the show is Eureka & Palisade engine Number 4. Built by Baldwin in 1875, this 4-4-0 is reputed to be the only operating narrow gauge wood burner in the US. Number 4 has been beautifully restored and features such decorative touches as polished brass fittings, gold filigree, bright paint

and a colorful cab built of oak.

Number 4 "lives" at Las Vegas, Nevada in a small engine house adjacent to the home of its owners. Since this is in a residential area, the engine house is designated as a "recreational vehicle storage facility." Unfortunately Number 4 has no home rails and thus has to be trucked to where ever it obtains permission to run.

For the purposes of this video tape, Number 4 was trucked to Durango, Colorado where permission had been obtained to operate on the famous Durango & Silverton Narrow Gauge Rail Road. Pentrex was blessed with excellent weather for the outing, resulting in some truly beautiful footage. In fact, weather aside, the image making for this tape is first class. Likewise, the sound capture and the narration are top shelf.

The action follows Number 4 from Durango north and return. Having enjoyed the outstanding scenery along this route, it's a treat to see it again, particularly when that scenery is a back drop for a very special engine.

Number 4 is minuscule both in size as well as in pulling power. Thus, if you've ridden the D&SNG aboard one of their usual trains behind a Mikado, you'll see that Number 4 can handle only as much more modest consist. But what it does, it does well. A Mikado needs several stops for water between Durango and Durango and Silverton and back, but carries enough coal to make the round trip and more. Number 4, however, seems to need to take on wood as often as it does water. Impromptu "bucket brigades" can be seen passing logs from a pile to the tender.

Congratulations to Number 4, her owners and Pentrex for providing rail fans with this video treat.

## PS&N Trestle Demolished

The small trestle, used by the Pittsburgh, Shawmut & Northern Railroad over Olean Creek near Olean, NY, was recently demolished. This is probably the last remnants of this branch.

(John Redden)

## Sixty Years *(Cont'd from Page 1)*

For this significant occasion, members of the Rochester Chapter proudly



A portion of the displays at the National NRHS Convention hosted by the Rochester Chapter in 1949.

displayed their collections of railroad memorabilia in the lobby of the Hotel Rochester. Filling large display cases were exhibits of railroad lanterns, finely detailed locomotive models, vintage rail photographs, rail related stamps, medals and coins from around the world, and all types of railroad books, tickets, advertising and other rail associated literature.

On Saturday, September 3, 1949 an eager crowd of rail fans gathered under the rail shed of the former Buffalo, Rochester and Pittsburgh Railroad's terminal on West Main Street (now Nick Tauhou's). A photo of those gathered reveals over eighty men, women and



Conventioners pose at the old B&O Terminal (now Nick Tauhou's) on West Main St. for fan trip in 1949.

children posing with smiling faces. Many wore engineers caps, some white shirts and ties, others in more comfort-

able garb suited to the occasion. At noon the members climbed aboard the awaiting coaches of a special Baltimore & Ohio steam train for an all afternoon rail fan tour. We can almost make out Bill Gordon, Dick Tickner, Bill Chapin, Sam Grover, Ed Van Leer and Curt Boyer among the throng.

In January of 1950 the New York Chapter of the NRHS dissolved and today the Rochester Chapter is distinguished, becoming chapter Number 5 on the National Society. Since that time much has happened. A pivotal point in the Chapter's history occurred in July,

1971 when we purchased the Oatka Depot (Industry) from the Erie-Lackawanna Railroad, Attica Branch, Buffalo Division, for a \$1.00 ... The rest is current history.

The Herculean task of renovating the shambles of the old depot would take several years. Further, the construction of rail display yards adjoining the depot was undertaken along with the strategic placement of a switch from Conrail's Mortimer spur onto the Chapter's yards. Meanwhile in 1972, the chapter acquired their B.R. & P. caboose #280 and in 1974 the chapter took title to a rather debilitated New York Central flat car which still needs lots of tender, loving care. In August of 1981, we became the proud owners of a General Electric diesel electric locomotive EK #6 donated by the Eastman Kodak Company.

One after another, acquisitions and donations began to fill the yards bringing public attention to our growing collection of vintage rail cars and locomotives. In 1987 some of the members quietly celebrated the Chapter's half century birthday. Then on June 12, 1993 the public was invited to attend another "mountain-top milestone" in our history. The sun shone warm and

friendly on the Chapter's Golden Spike Ceremony hailing the completion and joining of a two mile rail link with our sister museum, The New York Museum of Transportation. Through goodwill, good communication and many common interests, the Chapter has forged a fast friendship with the members of the museum just up the hill. Museum visits and track car rides between the two museums soon followed, bringing a steady stream of Sunday visitors to enjoy our rail attractions.

Also in June, 1993 Chapter trustees reached another important decision. They negotiated the purchase of six Budd, NYC, vintage 1941, passenger coaches from the Empire State Railcar group. This transactions has insured a vital source of revenue through our annual Fall Foliage Excursions from Sodus to Newark each October.

Then on July 19-21, 1996, the Chapter again invited the public to a second highlight in our history ... The Twenty-fifth Anniversary of the acquisition of the Rochester and Genesee Valley Depot Museum. Along with this elaborate ceremony came the announcement of a major fund raising campaign to build a restoration facility for year round work restoring the Chapter's aging fleet of rail cars.

Both George Knab and Joe Scanlon are to be credited in building another significant offshoot to our museum. Hardly a week passes without the announcement of some marvelous addition to our growing collection of over twenty-five pieces of vintage construction equipment. Already, many of these artifacts have proven their worth in moving heavy rail and ties, bulldozing larger parking lots and track storage areas, and moving many tons of soil. Additionally, the equipment will be invaluable in the preparation work needed to ready our restoration building site.

A mention should be made to the new friendships weekend rail-fan trips have created. Plus, our highly enjoyable monthly Chapter meetings and those members and guest speakers who have contributed to its rich and diverse topics

*Continued on next page >>*



**Sixty Years** (Continued from Page 8)

through slide, film and talk presentations.

Now lest we forget ... there's a great deal more to our Chapter than just hundreds of artifacts. How about the ever growing library collection and those who have carefully documented its contents? Then there are those unpaid heroes who run our Fall Foliage Tours. The thankless hours on the phone taking ticket orders, the publicity for our major events, the guys who direct traffic in the parking lots, the train hosts and especially those volunteers who have spent many weekdays insuring that the coaches are clean, safe and in good condition for the weekend excursions.

We also take much pride in the occasional books and photo-filled, yearly calendars we've published and our hats are off to the editor of the Chapter's cracker-jack monthly bulletin, *The Semaphore* ... Not to mention those fine people who run our Chapter's store, order and sell the merchandise and to the guy who flawlessly runs our extensive mail-order business.

Not to brag, but one member, our "web-master", has placed the Chapter, its mission and activities on an international web-site. This photographer extraordinaire, has also produced a fine series of photographs that sharply document in color our more recent historical events.

Our resident artists have provided us with fine, new *INDUSTRY* signs, two on the depot and a most attractive one advertising the museum, near the roadside.

And, what about the members who schedule and lead twice-yearly trips to New York City and also provide annual cross-country rail tours? Now to acknowledge the great service from the Chapter's track car operators and also a tribute to the mechanical wizards who have re-engineered or build our track cars and trailers.

Then too, there's the good guys and gals who spruce up our depot inside and out and those electrical experts who have run miles of wire for lighting, communi-

cation and rail signals. And we also salute the elite team of Sunday volunteers who as museum guides, have helped interpret our rail heritage to the public.

But, perhaps the real heroes are those many volunteers who have given us their Saturdays and a whole lot of weekday evenings to help with restoration work, track and rail car maintenance and all the hundreds of other tasks needed to keep our museum and its facilities in great shape and growing better all the time.

Of course much of this would never have happened if our membership, now over 250, didn't have solid, outstanding leadership, both resourceful and unassuming, that has kept peace in the ranks, fostered creative planning and brought out the best in many of us while attracting wide interest in our Chapter, its mission and its event.

And now Ladies and Gentlemen of the Chapter as we are about to celebrate Sixty Golden Years:

*We Salute and Thank You !!*

**Buffalo's Frontier Hump To Close**

John Redden reports that the Frontier Hump in Buffalo, NY is being shut down.

**EPA targets diesel locomotives**

The *USA Today* reports that a single diesel locomotive produces as much smog-forming nitrogen oxide as 3,000 cars.

They will issuing regulations with time-tables for reducing nitrogen oxide and other pollutants. Existing engines will be modified beginning in 2000. The stricter limits to new engines will be effective in 2005. The reason for this delay is that engineers need to design cleaner-burning engines.

Lawn mowers and garden tractors are also being scrutinized (*USA Today*, Feb. 6, 1997, pg 6A)

**High-tech train to visit Midwest**

The Danish-built Flexliners have been used in Europe since 1990. Several sets have been touring the US on test routes. The next test will be three weeks on a St. Louis to Kansas City route, dubbed the Mule.

Flexliners are self-powered. Every third coach has its own diesel engine and fuel tank located under the passenger compartment. This allows a train to be separated, while in motion, into two trains for different designations. (*USA Today*, Feb 7, 1997, pg 9D)

**JANUARY'S MYSTERY PHOTO REMAINS A MYSTERY**

To date, the 'Mystery Photo' featured in the January issue has not been identified. Neither Lynn Heintz (768-6984) or this editor (544-6221) has even received any 'hints'.

Two photographs have been received for future publication when space permits.

**Editor's Corner**

Once again, your editor appreciates and thanks all who submit material for publication in *The Semaphore*. There is enough material for a 12 page issue, but the print order exceeding 400 copies then must be considered.

William Heron took note of the request for reviews of videos and books. His first review appears on page 7, and he has submitted a book review.

A number of interviews are in the que. Forthcoming is one of historical interest with Samuel Grover, who will be 95 in May.

And several of Dan Cosgrove's interesting articles are waiting to see themselves in print.

As this is the start of the Chapter's 61st year, it seemed fitting to redesign the masthead, particularly eliminating the semaphore at "stop" when we are on the "go". The semaphore head now not only indicates "proceed", but is a reworked photo of our own signal on the hill.

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:

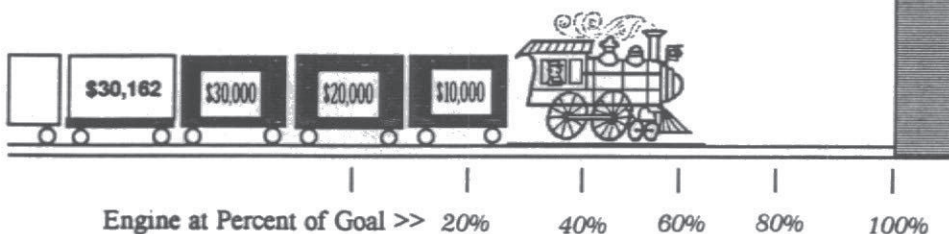
*Editor:* Gale Smith

*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.**

This new graphic, which replaces the 'Partners in Panels' one for the Stillwell Coach, represents the status of our Restoration Building Fund. It may change, as the present one is too difficult to update. The object is to have the engine enter the new building. Each car, when filled, represents \$10,000 in the fund.



## The Semaphore

Rochester Chapter

National Railway Historical Society

P.O. Box 664

Rochester, NY 14603

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#### Chapter Meeting & Program:

"Steamtown Over The Past 8 Years"

*by Chris Hauf*

8:00 PM, Feb 20, 1997

40 & 8 Club

933 University Ave.