



The Semaphore

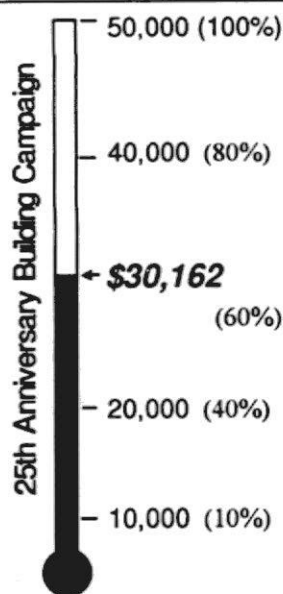
Newsletter of the Rochester NY Chapter,
National Railway Historical Society

March 1997
Volume 39, No. 7

Program for March 20:

The next membership meeting is at the 40 & 8 Club on March 20th. The program for March, "Modern Steam Technology", will be given by Chapter member, Ron Amberger. Ron will take a look at the development of steam power in the "Super Power" era. Starting with the Lima A-1, a demonstrator built by Lima Locomotive Works, to show the very conservative mechanical departments of railroads what the possibilities of modern steam technology would be like. The modern steam locomotive will be examined in detail looking at the water heaters, boosters, boiler making, high pressure boilers, water tube fire boxes, 3-cylinder engines and compounding. The talk will be well illustrated with numerous examples drawn from the literature of steam locomotive technology.

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The date is April 25, 1956 and then Chapter President, Samuel Grover 'drives' Horse Car 55 on its way from Edgerton Park to Rail City RR Museum. The placard on the roof reads 'Rochester & Pittsburg Depot'; above the windows: 'North & West Avenue'; and on the bottom: 'Rochester City & Brighton R.R. Co.' To the right of '55' is 'To the Bay R.R. Depot'. The sign above Sam's head reads: 'North & West Aves', and in front: 'Pittsburgh 55 R.R. Depot'. (Yes, there were different spellings for Pittsburgh!) To the best of our knowledge, this car is now in storage at the Rochester Museum & Science Center.

An Interview with Historical Interest

Samuel Grover

Samuel Grover is undoubtedly our oldest Chapter member. He will be 95 years young come this May!

Sam was born on Argyle Street in Rochester and graduated from the old East High School on Alexander Street and continued his education at night school. His father was in the nursery business. In the early 1930s, his family moved to Pittsburgh, PA for a couple of years before returning to Rochester.

Sam joined the Chapter in 1951, sponsored by Bill Gordon. He served as President in 1956 and was Recording Secretary in 1959.

The meetings were held on the third floor of the New York Central's elabo-

rate and magnificent terminal in downtown Rochester. The Chapter's first meeting was at this terminal. After 1959 when they had to vacate the terminal, the group used several meeting places: American Legion's British Legion Hall; Asbury Methodist Church; the Rochester Museum and Science Center, and finally the American Legion's 40&8 Club on University Avenue.

Sam initiated our annual Banquets starting with the first on April 28, 1956 at Barnard Exempt facilities. The toastmaster was attorney John Remington, and the speaker, Mayor Peter Barry, the honoree.

He married Anna Briggs in 1950. She is a gracious hostess. Anna's family came from Gloversville area. (Rand Warner is

Continued on Page 6

"A Second Chance"

... was the title of Chris Hauf's article appearing in the April issue of *Railfan & Railroad*, page 8. Reproduced is one of Chris' color photos showing RG&E #1941 pulling Car 161 to NYMT.

Chris missed the opportunity of riding any of the 'Stafford' cars back in the late 1980s when he lived in New Jersey. He is looking forward to not only riding one of them now, but also being a motorman.

NYMT's recent acquisition mentioned in March Trains

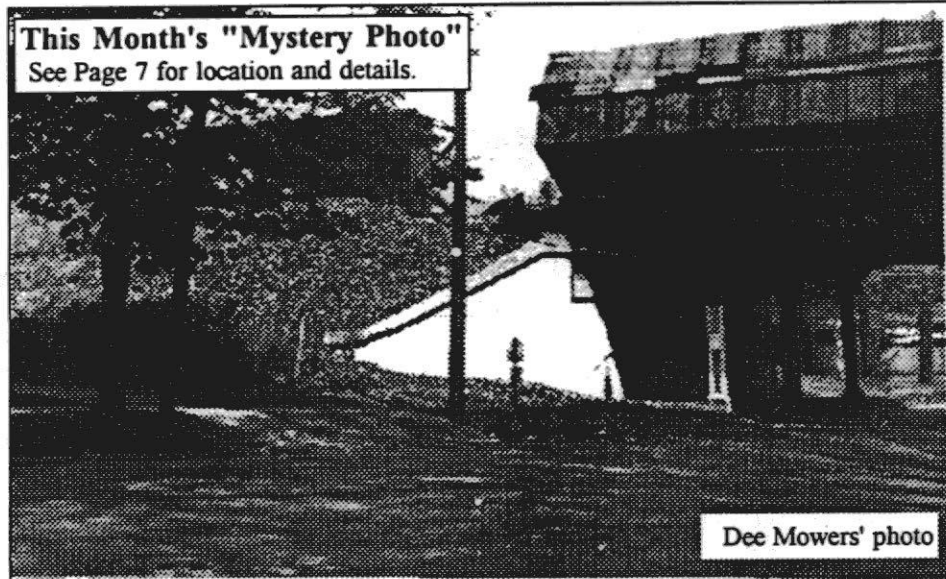
The article, entitled "The new Toledo, Peoria & Western" in the March issue of *Trains*, mentions the New York Museum of Transportation purchase of two former Philadelphia & Western "Stafford" electric cars.

The former owner was the Keokuk Junction Railway, which was originally part of the old TP&W. In March 1996, Pioneer purchased Keokuk Junction. Pioneer now owns 12 shortline railroads in the Eastern U.S. (*Trains*, March 1997, pg. 60)

60th Anniversary Pizza Served

At the February meeting, two large pizzas were devoured. You may missed that the pepperoni spelled '60'! They came from Veltre Bakery, which has the oldest brick ovens in the city.

This Month's "Mystery Photo"
See Page 7 for location and details.



Dee Mowers' photo

Track Car Training Schedule:

All sessions are on Saturday and at the R&GV Museum.

March 29: 10 to 11:30; Class Room

April 5: 10 to 11:30; Class Room

April 19: 10 to 11:30; Class Room &
1 to 3: Hands On Training

April 26: 9 to 3; Hands On Training

May 3: 9 to 3; Hand On Training

For more information, or if the above times are not convenient for you, please call Jeremy Tuke at 359-8944.

Don Shilling assumes Historian Post

Because of increased family responsibilities Keith Blackall has resigned as Chapter Historian.

We thank Keith for his devotion to collecting, organizing and protecting those items that document our Chapter's history.

Donovan Shilling has agreed to become our Historian, adding to his duties as Visitor Operations and Restoration Building Fund coordinator. This should be "right down his alley" as Don has given numerous talks and seminars on local history.

Save this Date: May 17

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

Membership Committee Report

No Report received for this month's issue.

Take Note

This will be the next to last issue of *The Semaphore* you will receive if you have not paid your 1997 NRHS dues. If you haven't paid, you should have received a "final" notice from the National by now.

NYMT 1997 Schedule of Events

May 18 Track car rides begin.

May 18 "Model Railroad Grand Opening" The crew of this HO-gauge model railroad has worked all winter to enclose the display area, and upgrade it for this event.

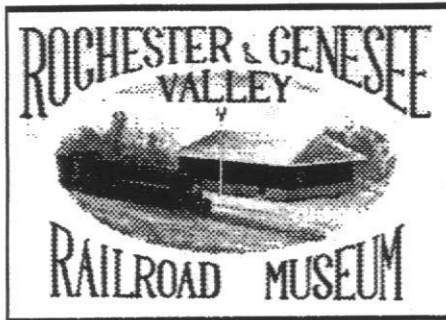
June 22 "East Rochester Day" Both museums will commemorate the role this community and its residents have played in railroad history. Residents of East Rochester will be admitted free (with an additional charge for a track car ride), and include a tour inside a refrigerator car built at the Despatch Car Shops.

July 20 "Antique Truck Show" The museums will host the American Truck Historical Society with displays of antique vehicles and fire trucks.

Aug. 2&3 "60th Anniversary" of the Rochester Chapter of the National Railway Historical Society as it celebrates 60 years of growth and progress. Special events and exhibits will be held both days highlighting the milestones of the Rochester Chapter and its Rochester & Genesee Valley Railroad Museum.

Aug. 17 "Railroads in Stamps" Local stamp authority Norman Wright will present slide talks at 1:30 and 3:00 on the way railroads have been featured on postage stamps. Mr. Wright will autograph his new book "Railways of the World on Stamps" published by the American Philatelic Association. Copies will be available in the shop.

Oct 26: Last day of track car rides.



Rand Warner, Chairman, 425-8587

General

The winter weather may slow some activities down, but we never stop. Many projects, both indoors and outdoors, are continuing Saturdays and weekdays. The fun and fellowship never quits.

We have had a very open winter so far in 1997. This makes for a great opportunity to easily chase old rights-of-way and discover previously unknown artifacts.

Buildings and Grounds

David Luca, Supt., 288-0318

Bernie Cubitt has made up a list of needed work he can do on the RL&B interurban station.

Dave Luca has a list of work to be started on the NYC RR flagman's shanty.

Additional small railroad structures have been located and catalogued.

Additional avenues for land expansion are being investigated.

Track & Right-of-way

Rand Warner, Acting Supt. 425-8587

Track priorities for 1997 were discussed at a joint NYMT - RGVRM meeting on Feb. 21.

Possible additional trackage locations and routings north and south of Rte 251 have been scoped out by Rand Warner and Charles Harshbarger.

Additional resources for further track materials have been identified and catalogued.

Electrification Committee

Rand Warner, Chm. 425-8587

Additional resources for poles are being identified.

The Committee of NYMT and RGVRM personnel met on Feb. 25 to review plans, priorities and actions.

Resources for permanent and temporary DC power are being pursued and developed.

Needed overhead line hardware will be ordered for the first 1000 feet of line.

Data base of regional and local trolley/interurban car bodies and artifacts is being reviewed and updated.

This committee could use some more volunteers.

Development Committee

Jeremy Tuke, Chm., 359-8944

The committee has had three meetings to establish plans, priorities and actions.

A presentation package is being developed.

New flyers have been done up by Chris Hauf.

A table will be manned at Edgerton Train Show.

Lists of needs and resources for financial, physical and service requirements have been made.

Safety Committee

John Redden, Coordinator, 594-2227

Lists of safety issues and concerns are being collected and summarized from all our functional areas; to identify any hazards to our visitors, volunteers, or equipment operations.

Responses are being developed to our insurance audit inspection of last fall; by NYMT and RGVRM.

Electric blue light safety lanterns have been procured.

The Rochester Chapter of the National Railway Historical Society will be celebrating its 60th Year during 1997. Any ideas to commemorate this milestone are welcome. Contact Chapter President, Dave Luca at 288-0318.

New Restoration Building Project

Don Shilling - 'Spark Plug'

Thanks to two of our members for promising a repeat of their large 1996 pledges again in 1997.

Joe Scanlon & Co. are working on grading plans, options and alternatives.

Dave Luca is working on layouts for various track plans vs. building location arrangements.

A new building will provide a great leap forward: Work on projects all year long, any time, any weather. Don't have to keep putting everything away each day. Support from additional tools, cranes and equipment. More effective, efficient and productive. Better morale and more enthusiasm. Undertake efforts not practical to do outdoors. Work on equipment off season to be ready for use. Less distraction from summer outdoor projects. More focus on indoor projects.

Tool Car & Shops

Charles Harshbarger, Supt.,
266-8339

Additional cabinets are now installed in tool car for parts and catalogues.

A list of available shop equipment for our new building is being catalogued.

Jeremy Tuke is arranging delivery of a large shop air compressor.

Engineering Dept.

Jim Johnson, Supt., 467-1672

Entire north waiting room of Depot has been rearranged for better utilization by computer, files, maps, desk and drafting functions. Additional new file cabinets have been installed.

We have located a source for a 0-1000 amp DC clip-on ammeter to assist in locomotive trouble shooting and trolley electrification projects.

Freight Equipment

Chris Hauf, Supt., 381-8583

Inspection trips around the region have been made by Chris Hauf, Jeremy Tuke and Rand Warner to locate, inspect and check out transport arrangements for several possible acquisitions.

The B&O bay window caboose was turned on the NYMT loop for further paint work as soon as Spring weather permits.

Passenger Equipment

Robert Miner, Supt., 671-3589

Work details for the excursion car set and museum collection were published last month.

Chuck Whalen, Bernie Cubitt, Dave Benke and Rick Israelson are continuing exterior, interior and trim work on the Erie Stillwell coach.

Dave Luca has unearthed considerable info for Gale Smith on the Pine Falls sleeper-lounge.

Visitor Operations

Donovan Shilling, Supt., 381-3171

Dan Waterstraat has constructed a beautiful Depot entrance semaphore sign and is now building a set of wooden support signs for our display placards.

Don Shilling, with help from others, is putting together a new theme display at the Depot for our 60th Anniversary season.

Don is revising the Hand Book for Depot guides

Motive Power

John Redden, Supt., 594-2227

Work details for each locomotive were published in the February Semaphore.

The Kodak, Fairbanks-Morse and RG&E locos have been operated during this winter season.

Money is being raised for a replacement Cummins L-6-1 diesel prime mover for EKC #6. Several are available.

Communications, Signals & Power

Neil Bellenger, Supt., 359-9985

Dick Holbert is checking out and rehabbing our portable and stationary radios for the coming season.

Surplus signal equipment has been identified for pick up as weather permits.

LV RR and NYC RR signal and telephone hardware has been dismantled and moved in.

Additional circuits are being installed in Depot to support copier and computer equipment.

Train Operations

John Redden, Supt., 594-2227

Plans are underway to present training on air brake system operations as a precursor to engineer/fireman training, and to also augment our previous brakeman training.

New electric brakeman's lanterns have been procured.

Maintenance of Way Equipment

Norm Shaddick, Supt., 865-2773

Norm Shaddick, George Knab, John Redden, Rob Mader, Rand Warner and Bob Miner are working on the update of the Cletrac engine from TC-2 motor car. The engine and transmission have been pulled and the engine is now disassembled.

Collection Management

Donovan Shilling, Chm., 381-3171

We will be building a data base of all major collection items this year, including motive power, rolling stock, M.O.W. equipment and construction equipment. Next year, we will go after the smaller items and artifacts. Give Don a call if you'd like to help out.

Acquisition Committee

John Redden, Chm., 594-2227

We solicit your inputs on equipment or artifacts you may be aware of or interested in, so that we can get this info into



Rand Warner photo

That's Neil Bellenger on the pole salvaging items from a Lehigh Valley right-of-way.

On this trip, Neil, Charlie Harshbarger, Mike Dow and Rand Warner acquired Lehigh Valley RR telephone and signal equipment and hardware.

(Continued from previous column)

our total data base mix of opportunities, priorities and needs.

We sure do have a lot of great information and opportunities under pursuit at this time. Our 60th Anniversary should be very interesting!

Construction and Equipment

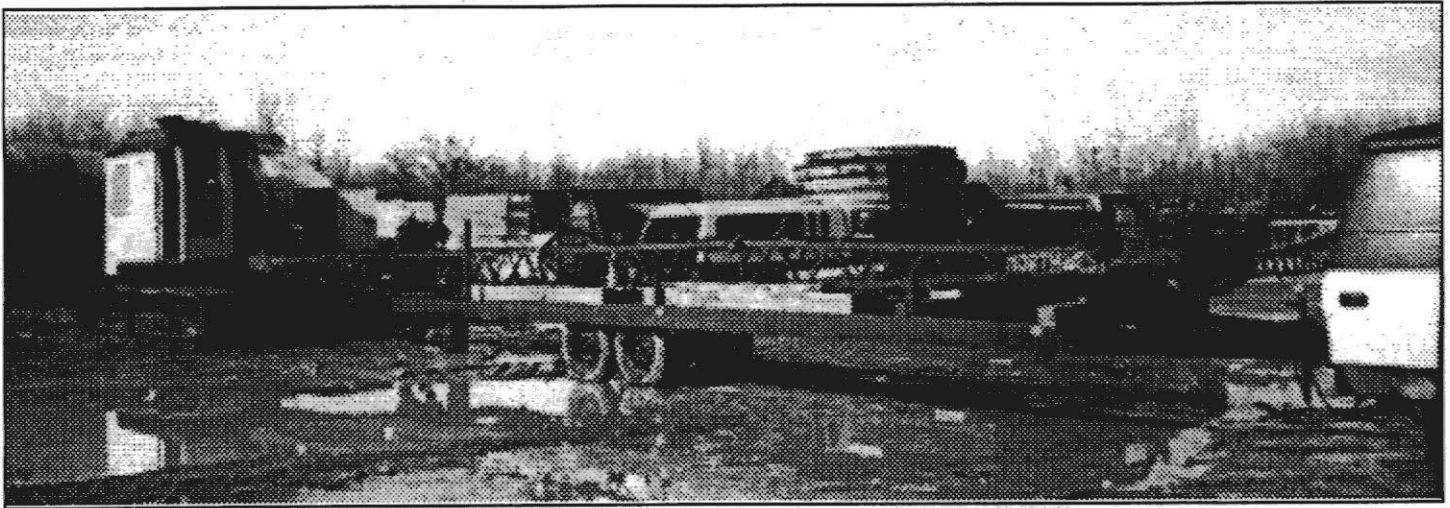
by Joe Scanlon, Supt., 392-8841

Just because we can't move any dirt out at the museum doesn't mean the dirt gang hasn't been active.

Joe Scanlon's Cat D2 bulldozer has been totally disassembled by George Knab, Art Mummery and Joe, in order to replace the steering clutches and brakes. The machine is now ready for cleaning, parts replacement and reassembly, and should be moving dirt by springtime.

We haven't been dormant in the acquisition department either. Through the missionary work of George Knab and Joe Scanlon, the Concrete Pipe and Products Company has offered to donate a Northwest 25-ton crawler crane, Model 25-D to the museum!

(Continued on next page.)



Construction (Cont'd from Page 4)

The Northwest, of 1957 vintage, is an absolute classic as far as historical construction equipment goes, and is equipped with a Murphy 4-cylinder diesel, a trademark feature of Northwest cranes. This crane is in very good overall condition, but hasn't been operated in approximately ten years.

Art Mummery went to work on the Murphy diesel, which would crank over but wouldn't fire. Art fashioned an independent fuel pump and fuel supply, but it still wouldn't fire. Art then took

Members prepare to remove the boom from recently acquired Northwest Model 25D crane.

Joe Scanlon photo

more drastic action and disassembled the injector system. One injector was frozen solid.

Now what do you do with a 40 year old injector that's possibly beyond repair? Answer: you draw upon the resources of your chapter membership. New member Walter Morey, whose heavy equipment shop is nearby, just happened to have a full set of

Murphy diesel injectors! So we found a replacement injector for this antique engine not a half a mile away from where the Northwest crane is parked! Talk about luck!

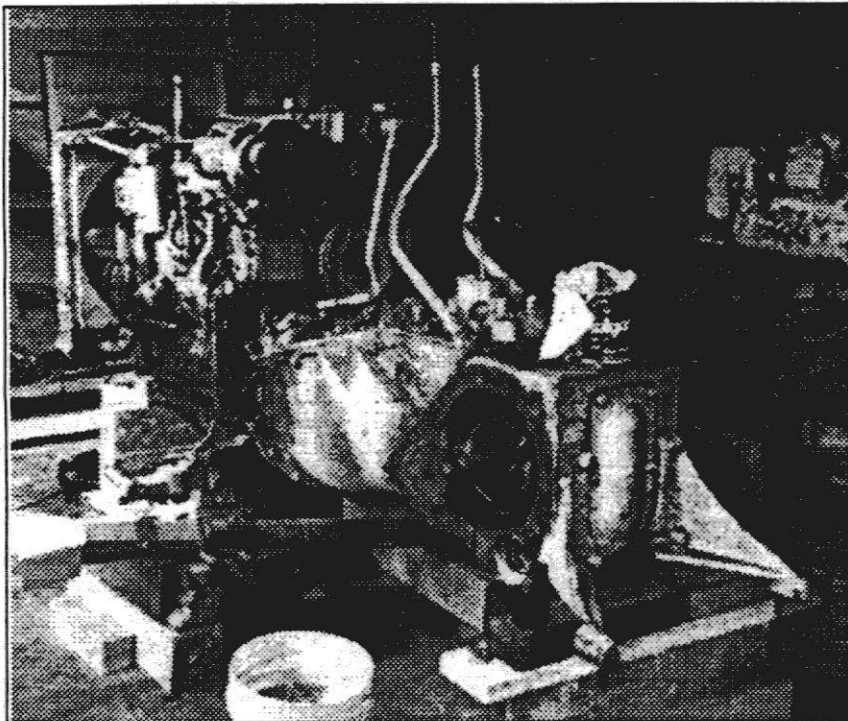
Joe Scanlon and Walt Morey replaced the o-rings on the old usable injectors and Art Mummery put the engine back together. After Art cranked the engine about 3 revolutions a smooth running diesel came to life and is ready to work!

Walter Morey offered to use his own lowboy tractor trailer to move the Northwest to his shop so that we could adjust all of the controls so that the machine will be ready to work by springtime.

Our special thanks to the Concrete Pipe and Products Company of 875 Howard Road, Rochester for the donation of this classic crane.

We are also especially grateful to members George Knab, Walter Morey and Art Mummery for the contribution their combined talents have made to the capability of this chapter with their many achievements!

Stay tuned -- there are more exciting developments on the horizon!



In order to replace the steering clutches, the Cat D2 dozer requires almost total dismantlement.

Joe Scanlon Photo

Finger Lakes Railfair Show March 22 & 23

The Cornell Railroad Historical Society and Cornell Chapter, NRHS will sponsor the 7th annual Finger Lakes Railfair near Ithaca, NY. This fair is at the New York State Armory located along NY 13 just northeast of the city. Displays and dealers are featured.

also from Gloversville area, and the Grovers introduced Rand to our Chapter.)

Mr. Grover's only railroad experience was also his first job. He worked for the Rochester, Lockport and Buffalo Railway, first as an errand boy, finally elevating to pay master. Those were the days before armored cars. He would go to the bank to pick up cash for the payroll (without a guard) and then travel the line to pay the employees -- in cash -- not checks or direct deposit.

During the depression, Sam held numerous jobs, but was never out of work. After coming back from Pittsburgh, Sam was employed for a gasoline company. Other jobs were with Taylor Instrument, driving a bakery wagon, and working for a laundry company. Longer term employment came with Alling and Cory for about 12 years in their offices, then Monroe County Social Services for another 12 years before his retirement at age 70.

Sam was a Chapter Officer at the time Rochester's Subway was up for abandonment. He actively corresponded with the media, local, state and federal governments to retain this service. *No luck.* He, along with then Mayor Peter Barry, a Charter Chapter member, then directed their efforts to acquire artifacts, mainly horse car #55 and electric car #243. Car 243 had been converted into a sand car and used until 1941. These cars were stored at Edgerton Park.

Negotiations were made to loan these cars to Dr. Stanley Groman of Rail City RR Museum. On April 25, 1956, Dr. Groman and others of his staff came with two trailer trucks to transport these cars to his museum. Later Rail City ceased operations, so in 1967, Sam and Peter were active in retrieving these cars.

Both cars then went to the Magee museum in Pennsylvania. After the big flood of 1972, they were brought back to Rochester. Car 243 (the sand car) is at the New York Museum of Transportation. Car 55 (the horse car) is with the Rochester Museum and Science Center.

Mr. Grover has retained quite a collec-



Picture of last meeting held at the NYC station, 3rd floor. Harold Caulkins was President, Sam Grover, Secretary. Reed (Pete) Loveless is next to window.

tion of correspondence and artifacts of Chapter History and Railroads. *Here are just a few extractions:*

Representative of early trips was one on an Erie Railroad to Corning, with a round trip fare of \$5.55. A 1959 trip to Hornell in October included Mr. & Mrs. Edward G. Hooper, ex-president of NRHS, then Chairman on the Board.

In the 1950s the NYC Terminal received a face lift. Ticket office and baggage counter were relocated to concourse, and "looked good." Fluorescent light fixtures replaced ancient ones along walls and benches which were painted green. Heating and air circulation devices installed.

The Semaphore was one page legal size with heavier colored cover mailed at three cents; PO Box was 68. Cover printed one side. A picture of about ten members was included with all issues in 1959 to honor their last meeting at the NYC Depot.

1957 newsletter stated following: Chapter formed on Feb. 27, 1937. Members were: John G. Woodbury, John G. Abbott, George Slyford, William Buckland, Karl Sweeney, Peter Barry, and Charles W. Yingling.

A 1986 letter listed departed members as of 1953 as: Peter Barry, Harold Caulkins, A. Whitman Crittenden, Rick Feeley, Bob Gerling, Fred Merz, John Remington, Bill Sloan, Foster Wilson, and Ward Shafer.

A letter, with Sam as President, to Dr. Groman of 6/7/56 on acquisition of car. Mentioned were: Peter Barry, Mayor; William A. Lang of Rochester Transit Co, for request for car(s) and other items from the subway.

Car 60: built 1916 by Cincinnati Car Co. of Cincinnati on order of Rome-Little Falls line of NYS Railways. Single ended of Interurban type and multiple unit operations. Ran two years for Utica-Clinton of NYS RR. In 1938, she and nine others sold to Rochester Transit. First lent by Rochester Chapter to Rail City, then negotiations with Seashore Trolley Museum at Kennebunkport, Maine to restore car (1968). A Trolley Fund started. This effort was abandoned. Car 60 went to the New York Museum in Albany.

About some of those members:

Ward Shaffer worked for RR

Fred Merz was ticket agent.

Peter Barry was mayor and charter member.

John Remington was banker.

Peter Barry was Executive VP of Monroe County Savings Bank and also the Mayor in January of 1967. He was active in retrieval of Chapter cars from Rail City.

Jack Collins worked on *Semaphore* and was working at Office of District Signal Engineer in Syracuse for NYC.

Chapter Bus Trip to Kinzua Viaduct and Steamtown June 21-22

Attached with this issue of *The Semaphore*, is the flyer "Trains, Planes, and Automobiles!!!" which is really about the Rochester Chapter sponsored bus trip to: 1) ride a train over the Kinzua Viaduct at Kane, PA, and 2) visit and ride a steam train at Steamtown in Scranton, PA.

The trip leaves at 6:30am by Blue Bird bus on Saturday, June 21, stays overnight at Scranton and returns about 9:30pm on Sunday, June 22.

The prices are \$170 per person single occupancy, and \$135 per person for double occupancy. NRHS members get a \$5 discount. Price includes bus, all rides, museum entrance, hotel, Saturday lunch and drivers tip.

Send reservation and check, payable NRHS-Rochester to: NRHS-Rochester, c/o Mike Byrne, 49 Weiland Woods Lane, Rochester, NY 14626.

Thanks to ...

Joe Scanlon for arranging donations of large wall mounted railroad map and computer equipment.

Walter Morey for donation of injector for Murphy diesel prime mover in crane.

George Knab for fabricating pinion gear for Galion Chief 3-wheel diesel road roller.

Don Waterstraat for materials for free-standing wooden signs for Depot and display cars.

Rand Warner for tools, supplies and equipment.

NYMT for use of back barn area and engine stand to work on prime mover for TC-2 motor car.

Larry Betler for loan of engine hoist to assist in rebuild of TC-2 motor car prime mover.

Wanted

- Cantilever jacks for lifting passenger cars.
- Seats and cushions for Erie Stillwell coach.
- Milk cans for Erie milk car.
- Ice tongs for MDT reefer car.
- First aid kits for all locos and cabooses.
- Battery set 32v for RG&E loco #1941.
- Good metal detector to assist in locating buried objects.
- Pair of freight car trucks, roller or friction bearings.

The Answer to the Mystery Photo on Page 2.

The 'Mystery Photo' for this month is from the files of Dee Mowers. Just recently, he came across his negatives shot back on May 14, 1952, and had prints made.

This is just one of several shots of a wreck near downtown Spencerport, on the NYC's Falls line. Several houses along the right-of-way were damaged.

At this time, the Falls line was two tracks. A track gang was replacing track and had removed spikes from the rails. The train was routed over this track with the assumption that there were enough spikes to hold the rail in place. There weren't!

An Incident at Lyons, NY

by Dan Cosgrove

One evening in the 50s, I was dispatching the East End of the Syracuse Division main line when this little happening, happened. At the time I am referring to, we were in the throes of what is now called "downsizing". We were downsizing from a four track main line to what eventually would become a two track main line, and this was in the period of adjustment. At this time, the West Shore was closed, and we were operating on Phase One of many to come. Tower 6 at Jordan, New York was closed, as was Tower 8 at Port Byron. In their place we had our first of many to come, CP-7, CP meaning Control Point, and in this case CP-7 was controlled from SS15 at Lyons by the towerman there under our direction. The four tracks had diminished to three tracks and the three track main line at that time ran from Syracuse Junction where the freight tracks split to go around the lake, known as the Lake Line, and the passenger tracks were referred to as the High Level in to Syracuse Station. Late in the evening the operator at OJ (Syracuse Junction) came on the line and reported that he had DH-3 on the bell (on the approach) and what was my pleasure? No. 15, the *Ohio State Limited*, was getting near Syracuse, but I felt I had time so I told him to put him on 1. Then hedging my bets a bit, I called the operator at SS15 and told him to hold on 1 at CP-7 and let me know when DH-3 hit. At this time we had four classes of freight trains. We had Symbol trains which were second only to passenger trains, regular freights, "Jiggers" and Locals. Symbol freights do not exist today but in my time symbol trains got as much preference as was possible. DH-3 was a Corning fast freight. I can make this more complicated and I will. Among the Symbol trains there were varying degrees of heat. For instance MC-1 and MC-3 were "hot" Michigan Central trains, and MC-7 was a symbol train for the Michigan Central as well, but MC-7 was not as hot as the other two. When you handled a train all these factors were entered in as well. DG-19 was a

symbol train, but DG-19 was only just a shade over a jigger as far as protecting his schedule was concerned. DH-3 was a symbol freight and while it was not as hot as MC-1 would be, he rated getting as good a run as I could get him.

When we changed the operation from four track operation to three track operation, a new philosophy was advanced to the dispatchers. We were to always protect the passenger trains, and one of the new prime rules advanced to us was that a passenger train could not enter a block with a freight train ahead of him. However, if the freight train ahead of him was on the approach of the next tower, it would be proper to allow the passenger train to come in the block behind him. With this in mind, the rest of the story —.

Earl Crandall, the operator at SS-15 came on the phone and advised that DH-3 was on the bell at CP-7. By now, 15 had made his station stop and was out of the station. I told Earl to let DH-3 go at CP-7 and to hold behind him, which he acknowledged. In a very short time Earl came back on the phone — "Danny, on the bell on 1 at 7". "OK, hold on 1" and just as I said that Earl broke in again. "Danny, you must have your lucky rabbit foot with you on the bell on 1 at Lyons." "Okay, let 15 go at 7 and put DH-3 to the Pennsy". It looked perfect: DH-3 would cross over and 15 wouldn't even see a yellow signal and the

railroad would be wide open. And that was that. However, it wasn't really over yet. About 5 or 8 minutes later, Earl came back on the phone. "Danny, DH-3 seems to have stopped on the crossovers, I haven't heard from the crew yet." "Okay, hold on 1 and 3 at 7."

What had happened was a real nightmare. DH-3 had derailed, a faulty truck, and he had everything but track 3 blocked. No. 15 and several other passenger and freight trains were delayed. The rest of the evening was hectic as you can imagine. I received no criticism for the way I operated my trains as I fortunately stuck to procedures as they were set down for us, and if it were not for the breakdown of

equipment which I could not foresee, all would have gone well. The railroad gave us quite a bit of support and they understood what was needed to give us room to move our trains the way we saw fit, thank goodness. Would I have done something different, had the choice? Not a bit, the move I made was a good one.

A Review

Railroads In Early Post Cards. Volume One: Upstate New York.

By Richard Palmer and Harvey Roehl

Reviewed by William Heron

This letter size, soft cover book, 106 pages, is not only an excellent reference source, but also a very interesting piece to browse, read and enjoy. Those post cards reproduced here mostly date from the first decade of the twentieth century, a time when buying and sending post cards was a booming activity. Naturally they are in black-and-white.

The type of scenes pictured include not just trains but things such as bridges, depots, interiors of cars or buildings and a few advertisements. That there are so many post cards related to railroads attests to the public's interest in and fascination with the "iron horse."

The book is arranged geographically. It starts in Syracuse and the immediate area. From there it moves west stopping along the way at places such as Newark, Lyons and Clyde. For Rochester one can find a good view of the BR&P depot, as well as Ontario Beach Park, the RW&O swing bridge over the Genesee and the steam boat dock at Charlotte. The authors were kind enough to advise readers as to the correct way to pronounce "Charlotte." The suggest "Sha-lott." Also covered is the famous race between a Rochester and Eastern electric car and a steam train on the parallel Auburn Road.

From Rochester the views proceed westward including Batavia, Akron, Medina and Lockport. Views in Buffalo include one of the newest post cards in the book, a view of the New York Central station in Buffalo, opened in 1929. Next comes

scenes in the southwestern part of the state, Bath, Hornell, Penn Yan and other places. And so it goes until virtually all of "upstate" New York is covered.

Adding a great deal to the book are the excellent commentaries given for each view. One can learn a great deal about the history of our region because the commentaries include a lot of factual information. Plus, they are written in an agreeable style, as if a friend were talking with you.

Anyone who looks through this book is bound to have favorite scenes. Two of mine are a view of the *Lackawanna Limited* with a "Mother Hubbard" on the front end and a view of the Lehigh Valley's *Black Diamond Express*, accompanied by a card with two views, one being the "kitchen" in the dinning car, the other being a view of a corner in the dinning room itself.

If you haven't seen this book, it's worth looking for. The odds are you'll enjoy it.

An Interview John Weber



John Weber giving the Chapter's summary of activities at the Annual Banquet

I was born during November 1919 in Troy, N.Y., the elder child of Leonard and Emily Weber. Shortly, we moved to Rochester and lived within sight of the New York Central main near the Blossom Road crossing. Although I can't remember that, it may have infected me right there! I do recall my Dad taking me to visit the old Atlantic Avenue roundhouse on a Sunday afternoon.

At age seven, we moved to Irondequoit, unfortunately away from all that (but I did then meet my wonderful wife-to-be Jane). An O-Gauge, tinplate layout also helped considerably. After public schooling, laboring jobs and a time at Kodak's Hawkeye Works, I enlisted in the new 209th local artillery regiment. Training (Georgia), major maneuvers (Carolina) - then Pearl Harbor happened. Married Jane in March 1942, school, then as Lt. with another new unit in Texas.

On the 22 car troop train to the east coast, I enjoyed rides in two cabs, Santa Fe 2-10-4 over the Glorieta Pass and GTW 4-8-4 in Michigan; six hours total, some at 80 MPH. Wow! Then, combat duty in North Africa and Europe completed the first five years for Uncle Sam. Oh yes, a 72 hour ride in a 40/8 boxcar in France. Railroading at its worst.

The West beckoned and we moved to Boulder where, in three years, I received a Bachelors Degree in Mechanical Engineering at the University of Colorado and stayed for a master's. With only the thesis to complete it, the Korean war hit and I was recalled to active duty in Denver. But, orders were delayed for four months, so I took a job. Naturally, it was at the D&RGW Denver roundhouse as a machinist's helper. Usually, we prepared F's and PA's for the California Zephyr's run to Salt Lake City. Great experience!

Back in Rochester, I worked for A.O. Smith (B-52 parts), then 13 years at the old Rochester Products Div. (carburetors). At age 48 was a move to Alliance Tool as a project engineer. Projects included machines for Kodak, Xerox, GM, Chrysler, the computer industry, etc. One was an auxiliary calibration fixture for the U.S. and NATO F-16 fighter planes. In 1986 I formally retired, but have since been functioning as my one-man design service, some full time and some part time. I'm a life member of the Society of Manufacturing Engineers.

During 1990 I was told about the Rochester Chapter, and Dave Shields

(Continued on next page)

Weber

(Continued from Page 8)

sponsored me. It has fulfilled my desire to railroad again by cleaning cars, parking autos, car hosting, museum guiding and serving as Vice President. Being invited to run locomotives occasionally is one of my life's high points.

American Freedom Trains

A recent graduate of a film school wishes to prepare a video documentary of the 1975-76 journey of the American Freedom Train. Todd Schannuth is interested in slides, film and souvenirs.

To date, he has interviewed more than thirty people who staffed the Train and restored the three steam engines that pulled it. Also he has acquired more than eight hours of footage on the Train on the road and on display, but mostly in the West.

He needs material in the eastern states, like the train on display in New York, Tarrytown, etc.; opening day in Wilmington, Delaware; restoration of Engine #2101; anything on the Preamble Express; and also anything on the 1947-48 Freedom Train.

He is Todd Schannuth of 229 S. Barrington Ave. #2, Los Angeles, CA 90049. You can contact him by phone 310-472-7417 (collect) or by e-mail at Hinoj@aol.com.

Strong's "All Aboard" Show

The Chapter, NYMT and model railroad clubs participated in the Strong Museum's "All Aboard" theme show on March 8 & 9.

Although the Chapter normally promotes the "Operation Life Saver" program, this aspect was handled by Conrail this year.

National's Heritage Grants

The monies for the 1997 grant program currently stands at \$20,000, including a special donation of \$10,000.

Last year, \$26,000 was available for distribution for chapter projects. The Rochester Chapter applied, but did not receive one of the ten grants awarded.

What goes around, comes around!

"Rival Conrail bidders agree on deal" was the headline in *USA Today's* article on March 4th. Conrail's management wanted to sell only a complete package to CSX. However, their stockholders voted 'no', as Norfolk Southern was offering a higher bid.

Now the proposal is for CSX to match Norfolk Southern's bid. CSX will purchase Conrail, then sell portions of it to NS (against Conrail's original objective.) Both CSX and NS wish entry to New York City, which Conrail holds. CSX will retain the former NYC trackage, and NS will get the former Pennsylvania tracks. Shippers should like this proposal as competitive east-west routes would be established.

So the 'Pennsy' and 'Central' go back to being competitors of a century ago!

NRHS NEWS**National Convention dates:**

1997: June 25-29: Salt Lake City, UT

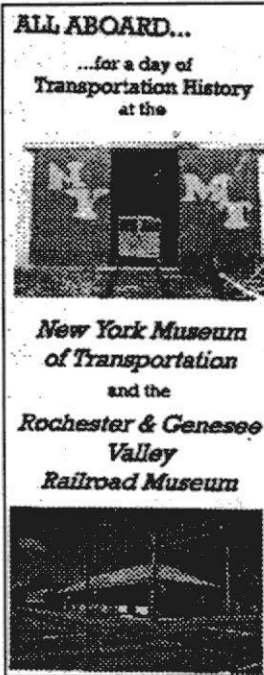
1998: July 8-12: Syracuse, NY

1999: June 22-27: Sacramento, CA

1997 Convention Update: Pre-registrants will have first choice for ticket orders for the several train excursions being sponsored by the Promontory Chapter. Registration material was sent only to those NRHS members who requested it. For information, call 1-801-355-5871 between 9 am and 1 pm, Mountain Standard Time.

At a recent Board of Directors meeting, President Molloy explained that much of 1996 was spent dealing with the loss of Allan Vaughn and the membership records situation. Still membership services were maintained, the Railway Heritage Grants program expanded, and saw an increase in financial contributions. The maintenance of membership records, which was done by an outside firm (that goofed it up), is now done a NRHS headquarters.

The printing and distribution of NRHS NEWS was transferred to Lancaster County, PA where the cost is half of that encountered in Philadelphia.

Pass out a few...

This is one of two brochures assembled and composed by Chris Hauf. This example was available at the Strong Museum Show on March 8 & 9. The other brochure promotes the Chapter. In addition, Chris is compiling an annual report of Chapter activities for the Development Committee.

Plan on picking up both brochures at the next meeting and distribute to potential parties.

**Editor's Corner**

With the next several issues of *The Semaphore*, your editor plans to include articles describing some aspect of the Chapter's early history. In this issue, it is an interview with Mr. Samuel Grover and Chapter activities in the 1950s.

On line is an interview with Edward VanLeer, who recently received his 50-year gold pin from the National.

Concerning railroad maps of Monroe County, I have found numerous maps at Rundel's Rochester Library, but they are very large. Then this morning, received a call from Mary Hamilton Dann who has assembled such a map from those found at the Gates' library.

Bill Heron has sent several more reviews, and I think there are one or two more of Dan Cosgrove's 'remembrances' in the queue. Also a couple of mystery photos. — and several interviews, with many more to do.

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,

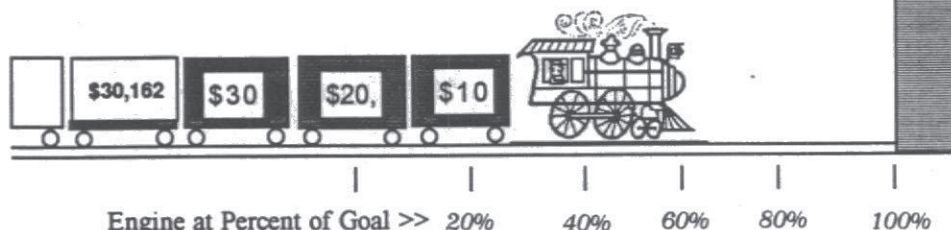
The Semaphore Staff:

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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.**

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:

"Modern Steam Technology"

by Ron Amberger

8:00 PM, Mar. 20, 1997

40 & 8 Club

933 University Ave.