

The Semaphore

Newsletter of the Rochester NY Chapter,
National Railway Historical Society

May 1997
Volume 39, No. 9

Program for May 15:

Chicago to Colorado, 1991

By Glenn Richard

The Program of the May 15 meeting at the 40&8 Club will feature Chapter member **Glenn Richard** with a slide program. Most of the slides will be on a 1991 Illini Railroad Club sponsored trip from Chicago to Colorado. In addition, a few slides of transit operations in Washington, DC, Chicago and Pittsburgh will be shown.

Also, the election of two Trustees will take place. If eligible, a ballot is enclosed; more details on Page 2.

The meetings for June, July and August are normally held at the R&GV RR Museum in Rush. They are tailored to enjoy the 'fruits of our labors'.

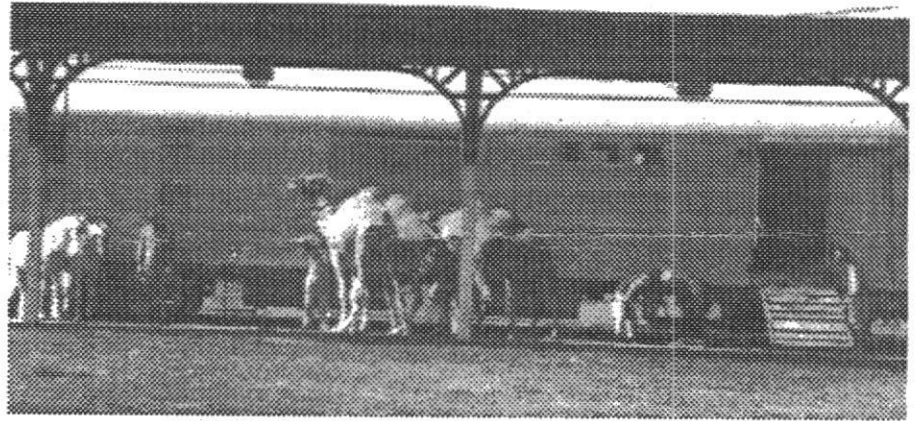
Program Committee

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

Circus Train Arriving at Amtrak Depot April 21

A story on page 7.

Jeremy Tuke photos



Last Call on Banquet: May 17

Big, BIG Surprise Promised

The Annual Chapter Banquet is only a week away by the time you receive this issue! To date, only 17 tickets have been sold.

The date is Saturday, May 17 starting at 6pm with a social hour.

The place is Shannon's Pub (formerly Rochester Brew Pub) at 800 Jefferson Rd.

The banquet is DeLuxe (and if like last year, plentiful and excellent food).

The speaker is Greg Molloy, National President of NRHS, who will also stay a day or so to visit our museums.

The program, by Mr. Molloy, is "The Legendary Guyaquil & Quito Railway" - a slide show on a mountainous

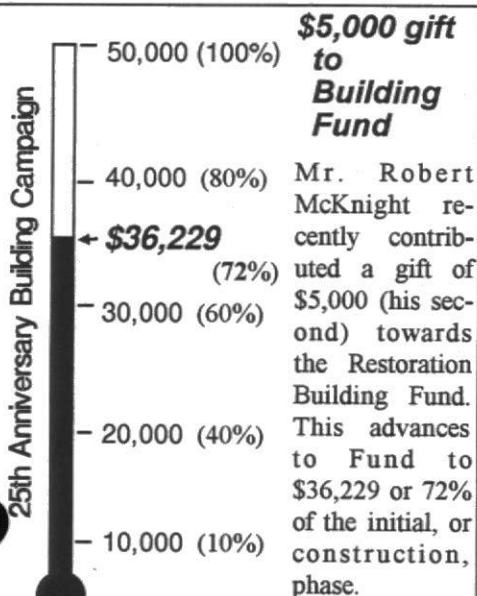
railroad in Ecuador. A railroad that few of us have or ever will ride!

And added incentive to attend: a big, really **BIG, SURPRISE** announcement is scheduled to be made during the Banquet. You will want to hear it first hand!

And finally, you will get another collector's mug.

The price is \$18 for singles, \$35 for couples.

To order tickets, send a check payable to NRHS-Rochester and a stamped, self-addressed envelope to: Mike Byrne, 49 Weiland Woods Lane, Rochester, NY 14626. Need more information? Call Mike at 225-5659.



Depot Guides for May**Sunday, May 18:**

Ira Cohen, 427-7122
Frank Shepard, 427-7105

Sunday, May 25:

Rick Israelson, 392-2667
Gale Smith, 544-6221

Depot Guides for June**Sunday, June 1:**

Jim East, 377-5389
Chuck Goodman, 467-3909
Dave Berner, 223-9388

Sunday, June 8:

George Bauerschmidt, 872-5053
Dan Waterstraat, 582-1149

Sunday, June 15:

Bill Benzing, 232-4985
Gary Dettman, 334-7965

Sunday, June 22:

Burton Vane, 377-1004
Don Shilling, 381-3171

Sunday, June 29:

Naor Wallach, 381-4666
Jack Mastik, 442-6269

If an Act of God forces you to change your guide appointment, please trade with one of the guys listed above.

Elections for Trustees

Enclosed is a ballot for the May election of two trustees to your Chapter's Board of Trustees.

The candidates are Joe Scanlon, George Knab and Chris Hauf.

The Trustee positions up for election are currently occupied by Joe Scanlon and Neil Bellenger. Neil has chosen not to run for this position at this time.

The Nominating Committee is John Weber*, Steve Oagley*, John Becker Dan Cosgrove, Jan Dittmer and Dee Mower. As per our by-laws, two members are from the current Board (indicated by *) and at least two more must be non-Board members.

Mark your ballot and either mail by May 12 or bring to the May meeting. To mail, send to John Weber, 428 Upper Valley Road, Rochester, NY 14624.

June 21/22 Trip close to sell-out

The Chapter sponsored bus trip to Kane and Scranton to ride steam trains has only seven tickets available at press time.

The itinerary is to leave Rochester on Saturday, June 21 at 6:30 am by bus to Kane, PA. There we ride a steam train across the famous Kinzua Viaduct. From there, it's to Scranton, PA, for an overnight stay at the Radisson Inn (the former DL&W railroad station). On Sunday, we visit the Steamtown National Park in the morning and take a ride to Moscow, PA on Steamtown's steam train in the afternoon. Then it's homeward bound with a stop for dinner at Corning, and arrival in Rochester about 9:00 on Sunday evening, June 22.

Price is \$170 per person single occupancy, or \$135 per person, double occupancy. NRHS members receive a \$5 discount. This price includes bus, all rides, museum admission, hotel, Saturday lunch, driver's tip and breakfast snacks on Sunday. Saturday evening and Corning dinners are extra.

Contact Mike Byrne at 225-5659 for more information. To reserve your seat, send a check, payable to NRHS-Rochester, to NRHS-Rochester, c/o Mike Byrne, 49 Weiland Woods Lane, Rochester, NY 14626.

Sick List

The Chapter's best wishes for a speedy recovery are extended to **Bob Fitch** and **Ira Cohen**, who are both on the mend now, after recent heart problems. Our prayers and thoughts are with each of you. We're happy to know that Bob and Ira are now back at home from the hospital.

The Boyers celebrated their 60th!

Besides the Chapter's 60th Anniversary taking place this year, another one recently transpired. Longtime member Curt Boyer and his lovely wife Dorothy just celebrated their 60th wedding anniversary! Congratulations! (via Norm Shaddick)

Membership Report

Thomas A. Way, Chairman

Welcome to these new members:**Kevin Glazer**

6 Fairway Crossing
Pittsford, NY 14534
383-0528

Joshua Housekuecht

13 Maple Ave.
Scottsville, NY 14546
889-3863

E. Wayne Turnblom & Kathryn Shirer

44 Morningside Dr
Spencerport, NY 14559
352-1623

Address Change:**Dale Fravel**

205 English Rd
Rochester, NY 14616
581-1175

Robert Votry

773 Stowell Dr, #4
Rochester, NY 14616
723-3538

Chapter Membership composition:

National + Rochester.....	187
Rochester only, Nat. elsewhere....	7
Family	28
TOTAL	222

Address Change?

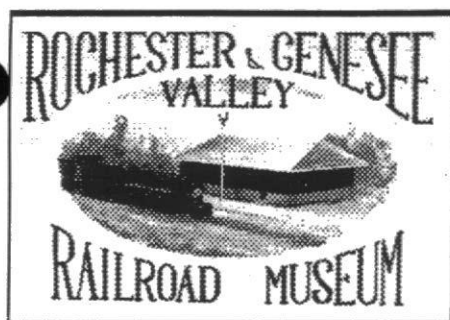
If you change your address, there are two people that that need to know. Thomas Way, who will forward the change to the National; and Dan Cosgrove, who handles the Chapter mailing list.

For the quickest service, Chapter members should notify Tom:

Thomas A. Way,
Membership Committee Chairman,
556 Hurstbourne Rd,
Rochester, NY 14609.

Subscribers, NRHS Chapters, and others with the newsletter exchanges should send changes to:

Dan Cosgrove
48 Hillside Dr.
Spencerport, NY 14559.



Rand Warner, Chairman, 425-8587

General

Spring has finally sprung -- at last! Now the season opening of Mid-May is upon us all. There's lots of spring cleanup, painting, gardening, and other preparations for receiving our public visitors.

Call Don Shilling (381-3171) or Jeremy Tuke (359-8944) or Dave or Jan Luca (288-0318) if you can come out during the week or weekend.

EKC #6 Prime Mover Fund

We have now collected almost \$3,000 in cash and pledges towards the retrofit of a replacement prime mover in our faithful EKC #6 center-cab loco.

This is a \$6,000-7,000 project, including ancillary tasks with installing the engine.

The replacement Cummins L-6-1 prime mover is now delivered to site and cleanup work is starting.

If you can participate in support of this project, please call John Redden. We have at least \$3,000 to go in pledging to complete this project.

Waterstraat's Warriors

Dan Waterstraat and Co. have resumed lumbering and brush cutting on the west side of LA&L RR, extending north of the heavy equipment storage area.

We will eventually extend well over 1000 feet, starting from NYS Rte 251, and going north, along the west side of LA&L. Dirt is being graded to form a level, useable area as the trees and brush are cleared ahead of the heavy equipment operators.

Call Dan Waterstraat if you'd like to be on the logging team.

Electrification

Facilitator: Rand Warner, 425-8587

Spring planting has already started -- of line poles that is! Neil Bellenger headed a crew of Scott Gleason with sons Matt and Brian, Dick Holbert, Charlie Lowe, Jim Johnson and Charlie Harshbarger. Each crew member had a duty position from line truck operator, to shoveler, to RR flagman. Yep, a flagman, as many track car training sessions were in progress; Matt Gleason became a veteran flagman.

They put in 4 more poles on Saturday, April 26. We now have 6 poles up and counting, thanks to our crew and our operational line truck.

Charlie Lowe and his elves are preparing the second set of 6 bracket arm assemblies to go on the poles to hold up the trolley wire.

Scott Gleason has arranged for RG&E to donate 6 almost new poles from their pole climbing yard.

Rand Warner is arranging pole donations from two additional sources.

Charlie Lowe is coordinating delivery of two more car bodies representing local and regional lines, to be added to NYMT.

Charlie Robinson is coordinating getting trolley #409, from Spaghetti Warehouse, relocated into the NYMT barn.

This joint NYMT/NRHS endeavor is fast yielding some real fruit! Stay tuned for late breaking developments.

(Additional input from Charlie Lowe.)

Train & Track Car Operations

Supt. John Redden, 594-2227

This committee is being expanded to include Operation Lifesaver activities, spear headed by Dave Hulings, and Insurance Liaison effort, headed by Rand Warner.

Jeremy Tuke coordinates track car training and volunteers.

John Redden will continue to head up the Safety effort. John will also coordinate engine and ground crew training and scheduling.

Buildings & Grounds

Supt. Dave Luca, 288-0318

Jan Dittmer is already out working on spring planting of flowers, and other beautification and landscape projects. If you have a green thumb and enjoy gardening, give her a call.

Dave Luca is clearing unsightly areas along our right-of-ways, to have a better view for our visitors. He needs help, too.

Lawn mowing will be starting in May for the area across the street from the depot.

Our construction crew has cleared the parking area across the tracks from the depot. Grading and stoning will soon follow.

Charlie Harshbarger, Bill Chapin, and others have our Depot front apron area cleared out for application of yet another concrete pour before season opening May 18th.

Way to go gang!

Track & Right-of-way

Acting Supt. Rand Warner, 425-8587

Siding #7 has been extended two rail lengths and is all spiked, ready to go. We hope to get at least one and possibly two more lengths of rail added before the bumper goes on. This siding will give us immediate capacity for several more cars, which we sorely need.

A guard rail is being installed at the inside track in the tight curve at the road crossing at NYMT. We had our first evening work party under the lights April 29. We will also be repairing a bad rail joint at this same location.

Thanks to our Gandy Dancer crew of John Redden, Dave Luca, Dan Waterstraat, Rand Warner, Bob Miner, Norm Shaddick, Jim Dierks and Chris Hauf.

Rand Warner has pulled up 130 ties for removal at a Rochester area site. These ties will be put to immediate use on our new track construction for the new building.

See You on May 17?

May 17 is the date of our Annual Banquet. Particulars on Page 1.

Freight Equipment

Supt. Chris Hauf, 381-8583

Chris has been diligently working to arrange transportation by rail or road of two recently donated reefer cars which we now own.

We are continuing to look for a good box car.

The Chapter has the opportunity to purchase a 1942 PRR (Pennsylvania RR) N-5c caboose. This is the class of PRR caboose with the port hole windows. This caboose is the oldest N-5c in existence and was the 3rd one built. There are only 23 of these cabooses left.

We are looking for donations to help cover the \$5,000 acquisition cost of the caboose. Please contact Chris Hauf (381-8583) if you would like to contribute.

Passenger Equipment

Supt. Bob Miner, 671-3589

Excursion Car Set:

We need help getting the excursion car fleet ready for a Spring school charter trip coming up very soon. Call Bob Miner if you can meet him at Sodus weekdays or weekends.

Erie Stillwell Coach

Chuck Whalen is working on interior panels, and Bernie Cubitt is installing new windows sills in galvanized metal, made up by Dave Behnke.

Pine Falls Sleeper-Lounge

With the cold weather over, Gale Smith returns to work on ceiling lights, walls, hallway and kitchen. This car should really look better for our 1997 season.

Although an attempt was made with sheet plastic and duct tape to seal most of the exterior holes, the result was not effective. Since December, additional water damage (rust!) has been found in the light fixtures.

The plan is now to use fiber glass fabric as a temporary fix until the metal work can be done. The roof is scheduled to be recoated; it does need some metal work before recoating.

Construction & Equipment

Supt. Joe Scanlon, 392-8841

We now have a good running, heavy specs, Mack 6-wheel, gasoline powered dump truck thanks to Joe Scanlon and George Knab. This is a classic "B" Model Mack.

The Northwest crawler crane is now on the property, relocated from Walt Morey's shop yard.

Art Mummery has procured and installed new pinion drive gears on the Galion Chief road roller.

Walt Morey has donated a classic, skid mounted LeRoi gasoline powered air compressor.

The heavy duty team of Walt Morey on loader, Joe Scanlon on dump truck and George Knab on crawler backhoe has resumed land reclamation and grading on the west side of the LA&L RR.

Lynn Heintz has hosted his first session of Batavia Notre Dame High School students working on preparation for painting of our construction equipment. What a great impact this project will make!

Motive Power

Supt. John Redden, 594-2227

Neil Bellenger has followed up, on homework by Dave Shields, to procure matching green paint for the RG&E #1941 loco. Neil already has the RG&E decals.

George and Dave Knab went to Ohio and brought back the replacement Cummins L-6-1 prime mover for our EKC #6 loco. This unit was running in a large crane last year, so it should be in good shape, per Art Mummery's inspection trip last month.

The Cummins arrived at our Museum safely on April 30 and was off-loaded by Dave, George, and Art, using specially fabricated lifting brackets and our sweet running Trojan loader.

John Redden and Rand Warner have investigated additional forms of motive power for possible acquisition.

Maintenance-of-way Equipment

Supt. Norm Shaddick, 865-2773

A small army of volunteers has been working on the recently acquired Burro Model 30 locomotive crane. The crane has been relocated to Siding #6 for further work.

By the time you read this, we expect to have a classic, wooden, wedge-type snow plow delivered to our Museum site. John Redden, Norm Shaddick and Dave Luca prepped the unit for transport via a April 25th and 26th road trip.

Norm Shaddick is installing new wheels, recently procured, on our prime passenger hauling track car equipment.

Rand Warner, Norm Shaddick, Bob Miner, Bob Mader and George Knab are looking into options for our TC-2 track motor car prime mover. Rebuilding the original engine is still a possibility, but may be too expensive.

Norm Shaddick is installing new brake shoes on our prime passenger hauling track car equipment.

Visitor Operations

Supt. Donovan Shilling, 381-3171

Don has published and posted a new cleanup and related actions list, at the depot, and is spearheading preparations for season opening.

Don has cleaned out the Depot south waiting room to host a Kodak photo op session which netted us some cash flow.

Don and Jim Dierks are scheduling the 1997 weekday tour groups on Monday and Tuesday so as to have the least impact on evening work parties on Tuesday nights and other nights.

Bernie Cubitt latest art

At the April meeting, Bernie Cubitt displayed his latest artistic painting. It is a water color of a Rochester, Lockport & Buffalo interurban car stopping at a RL&B wayside station in the country, including a horse and buggy. Of the three items in the picture, one was available for Bernie to serve as a model: the Rochester, Lockport & Buffalo station exists on the R&GV museum grounds! It was moved in late last year.

Thanks to ...

Walter Morey for donation of LeRoi gas-powered skid-mount air compressor.

Joe Scanlon for use of his recently acquired Mack B Model dump truck.

Dave and George Knab for 3-day trip to Ohio to pick up Cummins prime mover.

NYMT for donation of assorted signal equipment.

Rand Warner for log chains, paint sprayers, electrical and mechanical hardware, tools.

Mrs. Burke for donation of bound volumes of *TRAINS* magazine.

Wanted List

- > Gasoline powered pressure washer, approximately 2000 psi rating, for cleaning railroad and construction equipment prior to painting.
- > Bobcat size, skid steer, small loader in good operating condition, for a multitude of small tasks everywhere.
- > Flat car in good condition, preferably roller bearing trucks, so as to interchange.
- > Good set roller bearing freight trucks and good set journal bearing freight trucks.
- > Trolley trucks, standard gage, Brill MCB series, for interurban car.
- > Good running, small locomotive, 25-35 ton, transportable by truck, gas or diesel powered.

Live Steamers Show: June 28 & 29

The Finger Lakes Live Steamers will hold their annual spring open house on June 28 and 29 from 10am to 4pm. Admission is free, but donations will be appreciated.

Their trackage is off Whiskey Hill Rd between Lyons and Clyde. Whiskey Hill Road intersects with Rt. 318 south of the Thruway.

The Great Canadian Train Ride

A Video Tape from Publisher Choice Video

Reviewed by William K. Heron

When I bought this tape I had almost nothing in my collection that pertained to railroading in Canada. It wasn't that I had no interest, but rather that little seemed to have been available. Thus, when I saw this tape advertised I went for it. For my purposes that turned out to be a mistake.

I wanted trains. This is a travelogue. It starts out well, some history of the building of the first transcontinental railroad in Canada, a vintage 4-4-0 and some track laying activity. Quickly we are brought to the post WWII period and the Canadian Pacific's "Canadian". In 1898 VIA Rail took over and a decision was made to completely restore the "Canadian"'s 185 stainless steel cars, built by Budd during the early fifties.

We then go with the "Canadian" from Toronto to Vancouver. We are shown a typical twelve car trainset including exterior shots, scenery along the way and interior views such as dome car setting, the dinning car and galley, the cab and a trainman making up uppers and lowers. So far so good.

Upon reaching Winnipeg, our tour guide

takes us off the train and we see a great deal of the city and its surroundings, all "ho hum" stuff for me except for an all too brief peek at an operating, Scottish built 4-4-0 in the livery of the "Prairie Dog Central". Saskatoon; more city and country-side shots. Likewise Edmonton, except we do get a very fast look at an operating, unidentified trolley as well as a 2-6-2 under steam and carrying the markings of the Edmonton Yukon & Pacific. There is a giant mall at Edmonton; we see a lot of that.

Next, on to Jasper, Banff and Lake Louise. There is a plethora of scenic vistas, all quite beautiful actually and great stuff if I had wanted a travelogue. Kamloops comes next with more of the same and then we reach Vancouver. Here again we see the urban sights, (at least here is a glimpse of a trolley us in one of the street scenes), as well as scenery all around the area.

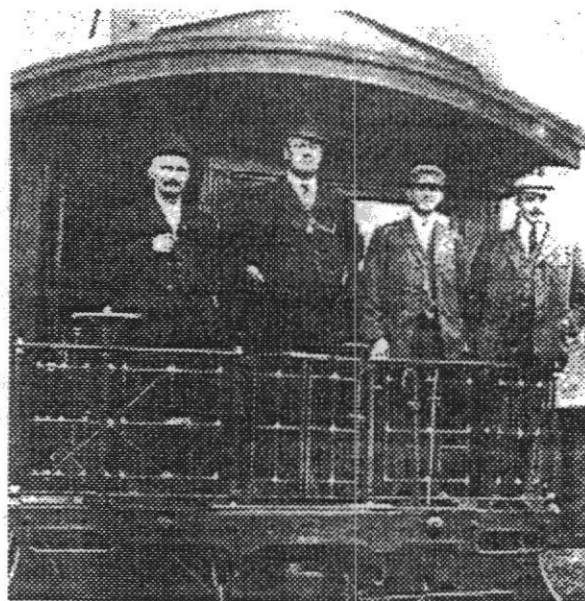
Although no train runs to Victoria Island our guide takes us there anyway, using a ferry to do so. This is another very beautiful area, perfect material for a great travelogue, but where are the rails and the steel wheels rolling there on?

If you can borrow someone else's copy of this tape, you might enjoy viewing it, but if you want to invest money in tapes that emphasize trains this would be one choice to skip.

Another "True" Mystery Photo

Don Shilling found this photo, in rather poor condition, in his files. He would like to know what the occasion was.

If you know, give Don a call at (716) 381-3171, or write to him: 1765 Five-Mile Line Rd., Penfield, NY 14526



The National NRHS welcomes (and so do we) the newest Chapter: White River Junction located in White River Junction, VT. They have 42 members, are researching New England rail history

National NRHS News

and restoring Boston & Maine locomotive No. 494.

The NRHS NEWS has listed the following chapter web sites in March and April 1997 issues. Any changes should be addressed to Office Manager Lynn Burshin at the NRHS National Office, PO Box 58547, Philadelphia, PA 19102-8547.

Editor: I hope these addresses are correct. Why are some rather simple, and others so complex? Just think, the ZIP Code 14617-2433-02 will deliver the mail directly to my house. I'm getting pressured to go 'on-line', but haven't done so *as yet*.

CHAPTER	URL ADDRESS
NRHS National	http://www.rrhistorical.com/nrhs
Bergen-Rockland	http://www.cec.wustl.edu/~mjs6lbrnrhs.html
Central Coast	http://home.earthlink.net/~rattenne/nrhs.htm
Central New York	http://www.rrhistorical.com/cnynrhs/
Collis P. Huntington	http://www.serve.com/cphrrhs
Danville Junction	http://www.prairienet.org/djc-nrhs/
East Carolina	http://pages.prodigy.com/NCRRM
Greenville	http://members.aol.com/TheNRHS/index.html
Gulf Coast	http://www.NeoSoft.com/gulfcoast/
Gulf Wind	http://www.geocities.com/Heartland/3985/
Hagerstown	http://www.mcs.net/~dsdawdy/NRHS/chapters/hagerstn/hag_chap.html
Harrisburg	http://ccfadm.eeg.ccf.org/~beim/Rail/nrhs_hbg.html
Hawk Mountain	http://www.enter.net/~hawkmtn/
Intermountain	http://www.nyx.net/~dpitts/nrhs.html
Leatherstocking	http://www.rrhistorical.com/nrhs/chapters/leth/lrhs.html
Little Rock	http://pw1.netcom.com/~ken.z.rw/weather/trains.html
North Alabama	http://www.suncompsvc.com:80/narm
Ontario & Western	http://idt.net/~nyowrns/
Pacific Northwest	http://www.easystreet.com/pnwc
Rio Grande	http://www.pe.net/~spcltees/rio.html
Rivanna	http://www.esinet.net/personal/dwells/rivanna_chapter-nrhs.html
Rochester	http://all.www.rochester.ny.us/Railmuseum.html
Sunbelt	http://members.aol.com/slsf4500
United Kingdom	http://www.siam.co.uk/siam/nrhsuk.htm
Washington DC	http://www.us.net/dcnrhs/
Western Connecticut	http://www.rollanet.org/~westconn/
Wilmington	http://www.foxcity.com/nrhs/wilm/wilm.htm
Yaquina Pacific	http://www.newportnet.com/yprhs/home.htm

The National is exploring ways to reduce expenses. Several are now in effect. US recipients are receiving the *NRHS News* by bulk mail permit. Also printing and mailing operations have been transferred to Lancaster, PA where the cost is reduced by about half. Membership records are now handled in-house after a destructive encounter with out-sourcing.

Amtrak needs your support

As you probably have read in the newspapers or RR magazines, Amtrak's budget is facing severe cuts in Congress.

The Senate has been more favorable towards Amtrak needs than the House. Recently, a group of legislators in the House are trying to save Amtrak. Their proposal, as outline in House Bill HR 1437, is a half-cent gasoline tax to fund an trust fund.

Presently, Amtrak is borrowing money to pay the payroll of its employees. Their capital budget has been directed towards replacing 40-year old sleepers and 20-year old engines.

Jim East, our tour director observed on the recent Chapter sponsored Williamsburg trip, that the train was transporting 700 passengers -- and 150 HAD TO STAND. The problem was lack of equipment -- not lack of riders!

Send, or e-mail, a letter of support to your local congressman:

Louise Slaughter
2347 Rayburn House Office Bldg
Washington, DC 20515
e-mail: LOUISENY@HR.HOUSE.GOV

William Paxon
2412 Rayburn House Office Bldg.
Washington, DC 20515
e-mail: BPAXON@HR.HOUSE.GOV

On e-mail, be sure to include your name and address (city, state and ZIP) or your effort will be nil.

A few more words about locals

By Dan Cosgrove

(Editor's note: Dan's previous article on freight locals appeared back in Oct '95. I thought this one here was used previously - and found it wasn't - so here it is!)

I would be very remiss if I left out the passenger locals, of which we had many. I mentioned the freights that went through from Buffalo to Dewitt and did local work all the way. Well, there were passenger locals that worked daily as well.

No. X158 came out of Buffalo early in the morning and while a normal passenger run amounts to two hours and change, X158 left Buffalo at 8:20 AM, and wasn't scheduled to arrive in Syracuse until 1:30 PM. This train looked to be vastly overpowered, as he came out of Buffalo with perhaps three cars, and had a big beautiful Hudson on for power. Between stations, this train raced -- he could, he certainly could accelerate, and they did.

However, the schedule stipulates that they would use Track 4 from Lyons to SS2, Syracuse Jct., and this was because they would pick up milk cars on the way down Track 4. They also were scheduled for a lot of stops: they stopped at Corfu to drop off passengers from Toledo or beyond, and they were regularly scheduled to stop at Batavia, Rochester, Palmyra, Newark, Lyons, Clyde, Savannah, North Port Byron, North Weedsport, Jordan and Memphis. Between picking up milk cars and handling express, the crew got a good little workout every day.

Many of the locals ran as extra sections of regular passenger trains; most of them were straight mail or express cars, carrying a rider coach for the train crew only.

Really early in the morning we would have a mail section and an express section of No. 35, one of which would carry the New York papers which were much in demand.

In the middle of the morning, No. 43

came in to Syracuse closely followed by mail and express sections.

In the afternoon around 5 PM, No. 5 came in and there would be an X5 following him. Some of the mail sections that did not make the passenger stop at outlying stations would frequently drop mail off or pick mail up on the fly.

At one time No. 140 ran from Rochester to Syracuse, making every stop between. Again they would be powered by a sleek Hudson and perhaps three cars in all, and they would fly between stops. It was a short ride, but a wild one, and I for one enjoyed it a lot. 140 left Rochester at just about 3:34 PM and arrived in Syracuse just about 6 PM. An Auburn road local was scheduled to arrive in Syracuse at just about the same time as 140 and the arrangement at Syracuse was that the first of these two trains that arrived in Syracuse would leave his engine ready for movement to Dewitt Engine house, and the second train in would have to couple on to the standing engine and bring them both to the engine house. No one wanted to go all the way to Dewitt, so as the two trains got close to Syracuse, both threw caution to the winds and raced to be in first. I wouldn't dare speculate who won the most, but the passengers were treated to a brisk little ride from Memphis to Syracuse, believe me.

The Circus Train

The Ringling Bros, Barnum & Bailey Circus Train arrived in Rochester on April 21. This large train was parked at the Goodman St. yards. Four cars, containing the large animals was pulled into the Amtrak station around 3:20 for unloading of same. The elephants, giraffes, horses, ponys, and zebras then went single-file to the War Memorial.

The Amtrak train, scheduled to arrive at 3:05, was running late. It pulled in shortly after the empty circus cars were returned to the yard.

Library may get new home!

Final details are being worked out to move the Chapter's Library to new quarters. More details next month.

An Interview Dee Mowers



Dee is a 'local boy' being born in East Rochester and spending his early years in Fillmore and Rochester. He attended the Spencerport Schools. Post high school studies were at night school classes at the University of Rochester's Old Campus on Prince Street.

He worked at Page Appliances in Spencerport for a while. Then he worked at McCurdy's for 33 years, retiring when the store closed.

Dee's early interest in railroads developed when he lived near NYC's Falls line. There he watched switching moves in the yard at Spencerport as well as the passing of daily trains.

Dee Mowers is a recent 'recruit' of the Chapter becoming a member in 1995, and he went right to work supporting its activities. He helps with various restoration projects and maintenance of the Museum's holdings and grounds. On weekends, he is often the conductor/engineer of the track cars. And he supports the Chapter trips.

The Rochester Chapter of the National Railway Historical Society is his sole involvement with railroad related organizations, but who knows what time will tell?

Refurbished MDT Reefer Model

The MDT reefer model, once in the NYMT barn, has been refurbished by volunteers from East Rochester for their forthcoming 100th Anniversary of the village's founding. It is now on display at the lobby of ER's Village Hall, and can be seen during business hours. Reports are that it looks 'terrific'.

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,

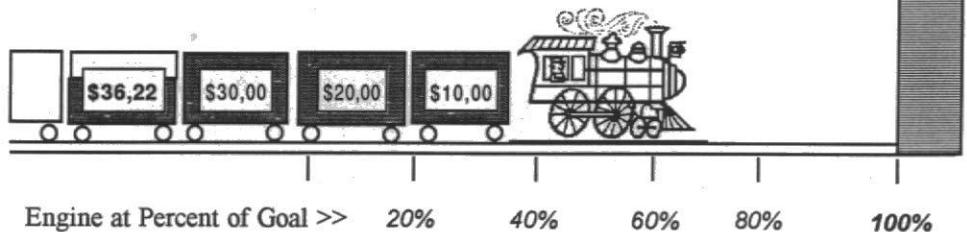
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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their 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

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Chapter Meeting & Program:

**"1991 Chicago to
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by Glenn Richard

8:00 PM, May 15, 1997

40 & 8 Club

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