



# The Semaphore

Newsletter of the Rochester NY Chapter,  
National Railway Historical Society

June 1997  
Volume 39, No. 10

## Program for June 19:

### Come to the Depot!

For June, July and August, the Chapter monthly meetings will be held at the R&GV RR Museum on NY Route 251 at Industry (Rush). Sometime during the evening a short business meeting will be held. The rest of the time will be enjoying the 'fruits of our labors' with track car rides, train rides and whatever else takes our fancy.

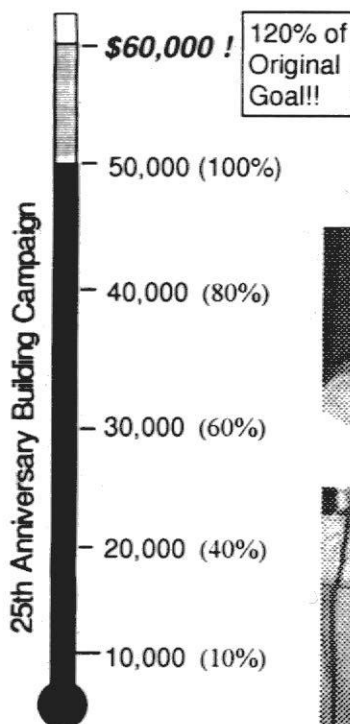
Normally our meetings start at 8 PM, BUT for these summer meetings, there is no starting time. Some activities may be going on as soon as 6 PM.

## Just One Week in May! . . . . .

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|--|--|
| 1. Held our Banquet: <i>Page 6</i>                       | 5. A snow plow arrived; <i>Page 7</i>                    |
| 2. Entertained TWO National NRHS Officers: <i>Page 1</i> | 6. Restoration Building Fund exceeds Goal; <i>Page 1</i> |
| 3. Signed lease for new Library Facility: <i>Page 2</i>  | 7. Excursion set used in four trips; <i>Page 6</i>       |
| 4. Awarded TWO Fairmont Trophies: <i>Page 6</i>          | 8. The two museums open for the season; <i>Page 3</i>    |

### NRHS National President & Secretary Visit

Greg Molloy, NRHS President and guest speaker at our banquet, and Bruce Hodges, NRHS Secretary, were the Chapter's guests for a week-end. They were introduced to many of our activities, one of which was riding our excursion train set on one of the Ontario trips with Dave Luca.



## Restoration Building Fund takes big JUMP!

This is the 'Big Surprise' announced in last month's newsletter. After setting stagnant for several months at \$36,000, the original \$50,000 goal was not only reached but gained an additional \$10,000!

An anonymous contributor donated 200 shares of Conrail stock. This put the fund at about \$58,938. Richard Anderson pledged \$72 to bring it to an even \$59,000.

Then a matching grant from Mobil Chemical, Calvin Buhlman's former employer, arrived in the form of a \$1,000 check.

Don Shilling is, and should be, proud that his proposal to celebrate our 25th Anniversary of the Depot purchase with this campaign has went over the top.

(Now there is enough money to put on the roof!)

Don Shilling tells Banquet attendees of Building Fund status. Dave Luca, Chapter President looks on.

**Depot Guides for June****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

**Depot Guides for July****Sunday, July 6:**

Stan Swackhammer, 223-1687  
Chuck Whalen, 659-8527

**Sunday, July 13:**

Mike Byrne, 225-5659  
Dee Mowers, 352-4521

**Sunday, July 20:**

Jim Morrow, 381-5602

**Sunday, July 27:**

Bernie Agins, 227-2135

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

*Don Shilling*

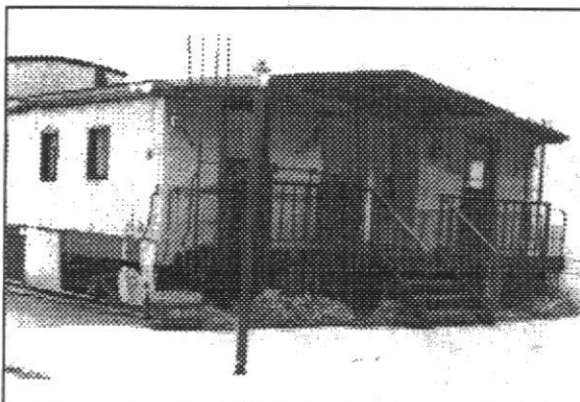
**Chapter signs lease  
for dual cabooses  
for new Library**

No doubt you have noticed the 'twin' cabooses located at the former PufferBelly Restaurant, now Toddler's Workshop Child Care Center.

Some time ago, two cabooses (New York Central & Central Vermont) were combined into a unit to serve as a beauty/hair salon. That business moved out and the 'twins' have been vacate for several years.

Bob Miner contacted the present owners and arranged for their donation to the Chapter as well as a ten-year lease for the land under them.

The interior is in fine shape except for evidence of a few roof leaks. It is partitioned into several areas, painted white (therefore bright) and has a toilet. There are even chairs remaining, including a beauty parlor chair!



However, the outside needs work:

- Fix the roof,
- Repair & paint the siding,
- Repair steps,
- Insulate below car.

There is water and electric plus and air conditioner unit. (I don't remember seeing what was used for heating.)

The trucks are still under the cabooses.

**New Library needs furniture**

Library Committee Chair, Charlie Robinson, outlines the library needs on page 7.

**There's Something  
for Everyone!****Take your pick of the Day!**

**Monday:** Work on the new Library facility at Webster.

**Tuesday:** Work at the Depot.

**Wednesday:** Work on the Excursion coaches at Webster.

**Thursday:** This is reserved for meetings: membership, trustee and Transit-town meetings.

**Friday:** A day of rest?

**Saturday:** Work during the day at the Depot.

**Sunday:** Tours of the NYMT/NRHS museum complex. There must be *something* here that interests you and can assist.

**Congratulations**

To Elaine D'Angelo and John Redden who were united in marriage on June 7.

**Membership Report**

Thomas A. Way, Chairman

**Welcome to this new member:**

Lawrence L. Marmet  
c/o Maple Hill Farm  
RR #1, Box #145  
Richfield Springs, NY 13439

**Corrections:**

Ken & Rosemarie Young  
2304 W. Estes Ave.  
Chicago, Ill 60645  
312-465-2276

**Add to your April Roster\*:**

Kevin Klees  
William Limburg  
James & Marlene Coomis  
Henry Meech  
Kevin Meech

(\* Consult your 1996 April Roster)

**An Apology:**

Because of a computer glitch (what else) some members did not get, while others got two mailings of the May *Semaphore*. We hope the problem is corrected.

**As of May 16, the breakdown is:**

National & Rochester.....	196
Rochester (National elsewhere)....	7
Family .....	31
Total: .....	234

**Our Sympathies**

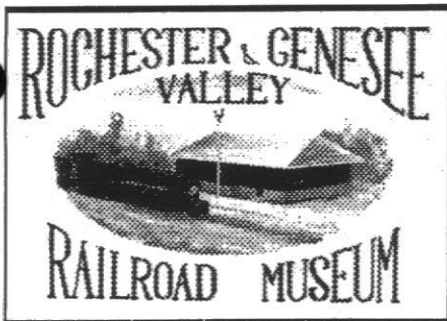
To the family of Arthur Emmighausen. Arthur had been a member since 1984.

**Carol VanHorn is home**

Carol, the wife of Ed VanHorn, was recently discharged from the hospital after the removal of a brain tumor. We hear that she is on the way for full recovery.

**Hurry, Hurry – Only three tickets  
left and trip departs June 21!**

At last report, only three tickets remain for the *super* weekend bus trip to Kane, PA and Steamtown, PA. At both places, we ride behind steamers. Call Mike Bryne at 225-5659 for more details or ticket reservation.



Rand Warner, Chairman, 425-8587

## General

### Season Opening



Thanks to all the Herculean heroics by a lot of dedicated volunteers, we were ready for a good season opening on Sunday May 18th. Thanks everyone, for really pitching in.

### Tuesday Nite Work Parties

These work parties are being well supported and projects are under way all over our total museums complex. Sample our work and our cooking!

### Wednesday Nite Work Parties

Combined work parties on the new Library Facility and the Excursion Train are being held Wednesday evenings at Webster NOT Sodus. See you there at intersection of Hojack (OMID) and NYS Route 250 (north of 'downtown' Webster).

### Construction & Equipment

Supt. Joe Scanlon, 392-8841

**Progress:** Bernie Cubitt has started painting new signs to identify each major piece of construction equipment.

Jose Scanlon, George Knab and Art Mummery are working on Joe's D-2 dozer.

Ford fork lift is in constant use for moving materials.

Barber-Greene crawler-conveyor has been relocated for ease of access.

George Knab has trained Charlie Harshbarger to run Bucyrus-Erie backhoe and the dirt is flying on west side of LA&L main.

Walter Morey has donated, delivered and installed concrete culvert sections to extend our primary culvert under LA&L.

Joe Scanlon, Art Mummery and George Knab are working on radiator retrofit to put Galion roller in operating condition.

**Plans:** Continue clearing land and grade west side of LA&L main line.

Resume grading for new restoration building site.

Relocate heavy equipment in vicinity of LA&L switch to permit switch timber rehab project.

### Maintenance of Way

Supt. Norm Shaddick, 865-2773

**Progress:** Norm Shaddick and Rand Warner have ordered and picked up 4-wheel drive parts for TC #2. They have also picked up a replacement Oliver/Cletrak motor from Ephrata, Pa.

Raymond and Leonard Roe have done more work to get Wisconsin V-4 running better and are ready to grind the valve seats.

Bob Miner has installed stop lights on TC #4 motor car.

George Knab has suggested a concept for building a small side dump car.

John Redden has acquired and relocated an all-wood snow plow from Troy, Penna., formerly of Boston & Maine and then WAG ancestry, onto our Museum property. This is a real prize piece!

**Plans:** Install 4-wheel drive components in TC #2 motor car and then retrofit replacement Oliver/Cletrak engine. Keep original engine for spares support.

Continue tamping new and reworked

areas of ballast with Jackson yard tamper.

Continue rehab of Buro crane and consider replacing prime mover if necessary.

### Museum Operations

Supt. Don Shilling, 381-3171

**Progress:** New display at Depot, depicting Rochester area signal and lantern companies has been set up by Don Shilling and Dick Barrett.

About nine placard stands have been built by Dan Waterstraat for outdoor displays, ready for painting. Chris Hauf is working up placards.

Bernie Cubitt has touched up the worn areas on our billboard sign along Rte 251.

Don Shilling has provided updated procedural manuals and tour host training for 1997 season.

**Plans:** Paint new placard stanchions and install placards in permanent, waterproof, laminated plastic.

Improve walkways and stairs to various exhibits.

### Communications, Signals & Power

Supt. Neil Bellenger, 359-9985

**Progress:** New York Museum of Transportation has made their surplus signal equipment available to our Rochester & Genesee Valley Railroad Museum. The equipment has been sorted and grouped on pallets for transport. Thanks to all at our associate museum.

New ruggedized and vandal-proofed mile markers (all steel) are being made up by Neil Bellenger to replace our missing and damaged units.

Jim Johnson, Bill Chapin and Charles Harshbarger are finishing up the next signal relay case for installation on a concrete pad near Switch #6.

Dick Holbert and Bob Miner have all radios working in our operational locos and track motor cars, and for selected items of M.O.W. equipment.



**Plans:** Install new mile markers at 2/10 mile intervals first and then fill in remaining 1/10 mile intervals later.

Install signal relay case and concrete for new pad at Switch #6.

Paint semaphore mast on hill block semaphore signal.

Install newly acquired whistle post at appropriate location.

### Freight Equipment

*Supt. Chris Hauf, 381-8583*

**Progress:** Art Mummery has welded angle iron into PC transfer caboose at damaged corner. Chris Hauf is now proceeding with installation of interior panelling.

Kodak/GATX tank car and PRR hopper car are now part of freight train display at NYMT for 1997 season.

Restoration and back-date plan for B&O/BR&P caboose has been prepared by Chris Hauf. Jeremy Tuke and others are working on this project.

**Plans:** Continue PC transfer caboose rehab to support East Rochester Centennial

Put MDT reefer on display for East Rochester Days weekend (June 22).

Procure spare set roller and/or journal bearing freight trucks.

Finalize transportation for wooden reefer car.

Continue research for a flat car and a box car.

### Passenger Equipment

*Supt. Bob Miner, 671-3589*

**Progress:** Work parties are being held for NYC excursion train, now relocated at Webster from Sodus.

Bob Miner and Art Mummery are working on 6 kw Onan Diesel generator in Alonzo Cornell RPO car.

Bernie Cubitt is installing more galvanized window sills in Erie Stillwell coach. Chuck Whalen is chasing seats.

Gale Smith is stripping lighting frames and repainting same in the *Pine Falls* lounge. Chris Hauf is planning exterior

rehab for this car, including paint and lettering.

Chris Hauf is setting up new displays and a new display case in DL&W baggage car.

**Plans:** Recoat roof on *Pine Falls* and B&O tool car, and finish detail areas on MU car roof.

Repaint and reletter *Pine Falls*, and continue interior work.

Relocate fuel tanks removed from Erie Stillwell for use on Alonzo Cornell RPO car.

Expand displays in DL&W baggage car.

Explore window replacement on NYC excursion cars.

### Motive Power

*Supt. John Redden, 594-2227*

**Progress:** A replacement main reservoir and parking brake are on hand for RG&E # 1941.

NKP #79 has been relocated to NYMT for freight train display and is operational.

Army #1843 is operational and in use for heavy switching moves.

LV #211 is ready for season start up as soon as pre-lubed.

EKC #6 is in work train service, and general switching service.

Several new pieces of equipment are being investigated, of various types of motive power: steam, diesel, gasoline and electric.

**Plans:** Install new main reservoir, brake stand piping, and parking brake assembly in RG&E #1941.

Begin clean up, repainting and check out of replacement prime mover for EKC #6. Some parts and accessories from non-operative prime mover now in EKC #6 will need to be swapped onto the replacement prime mover. Art Mummery and John Redden will honcho this project.

Repair brush assemblies on main generators for NKP #79 and LV #211.

### Buildings and Grounds

*Supt. Dave Luca, 288-0318*

**Progress:** New concrete has been poured for Depot front apron in time for season opening, thanks to Joe Scanlon and his crew of Jim Johnson, Chuck Whalen, Dave Luca, Charles Harshbarger and Rand Warner.

Depot platforms damaged in recent railroad equipment deliveries have been covered over temporarily with steel plates.

Bernie Cubitt has replaced the damaged fascia boards on the Rochester, Lockport & Buffalo trolley waiting room station.

Arrangements are being made for stone for our parking lot that is on the other side of LA&L from Depot.

Dave Luca and Jan Dittmer have landscaped several areas around the Depot and along the right-of-ways.

**Plans:** Extend gravel northward another 50 feet at Depot platform loading areas for track car passengers.

Grade parking lot, deliver road millings/stone, spread, and roll with Galion roller.

### Engineering Dept.

*Supt. Jim Johnson, 467-1672*

**Progress:** Additional file cabinets and storage cabinets are set up in engineering/office areas.

IBM compatible PC computer and MAC computer set up by Chris Hauf.

Jim Johnson and Charles Harshbarger are filing all catalogues, manuals and correspondence by museum functional areas.

Map and plan storage has been expanded and indexed.

Surveying equipment has been collected.

Drafting equipment has been consolidated.

*Coming: August 3 & 4*

**The 60th Anniversary Celebration  
of the formation of the Rochester  
Chapter, National Railway  
Historical Society**

## Train Operations

*Supt. John Redden, 594-2227*

**Progress:** Freight train display with NYMT's G&W Caboose #8 and NKP #79 loco has been placed at NYMT.

Trolley #168 has been placed on display at NYMT and Trolley # 161 is moved ready to go into barn.

All freight and passenger cars have been properly spotted, along with locos, at R&GV RR Museum for 1997 season.

**Plans:** Detail plans for train and track car operations for June, July and August meetings of Chapter, to be held at R&GV RR Museum.

Continue training sessions for brakeman, air brake instruction and engineer.

Investigate possibilities and limitations for multiple loco trains, i.e., double headers, etc.

## Electrification

*Facilitator: Rand Warner, 425-8586*

### NRHS-NYMT Joint Project

**Progress:** We now have six poles up thanks to Neil Bellenger, Charles Lowe, Scott, Matt and Brian Gleason, Dick Holbert, Jim Johnson and Charles Harshbarger.

More poles are on hand and more poles are coming.

Scott Gleason has made up and delivered several sets of guy anchors.

Charlie Lowe is leading the rehab of six more bracket arm assemblies.

NYMT is in process of acquisition of at least two more trolley car bodies, through efforts of Charlie Lowe.

Rand Warner is continuing to review trolley power options and generating equipments.

**Plans:** Remove northeast end of NYMT barn to permit moving in Trolley #409.

Continue installation of poles.

Continue rehab of bracket arms.

Continue negotiations with Niagara Mohawk.

Acquire rail bonds and bonding equipment.

Acquire feeder cable and switch gear.

Develop tag power supply for initial operations.

## Tool Car & Shops

*Supt. Charles Harshbarger, 266-8339*

**Progress:** Charles Harshbarger has procured a 2200 psi pressure washer. This is something we have all wanted for many, many years; for cleaning our railroad and construction equipment, and even for stripping off paint on old wood work. Several people have already chipped in on this purchase. We could use your help too -- call Charlie at 266-8339.

**Plans:** Develop procedures and training for operation and maintenance of pressure washer and put into operational use.

## Track & ROW

*Supt. Rand Warner, 425-8586*

**Progress:** New guard rail on inner track at entrance crossing at NYMT has been installed and checked out.

Eight gage rods have been installed from S-curves north to NYMT barn lead switch, to strengthen track curves.

Five gage rods have been installed in Scanlon's curve to provide reinforcement.

Siding #7 has been extended, spiked and ballasted five rail lengths from frog. It is read to use now.

Switch timbers have been measured and inspected for installation at our LA&L switch to main.

Entire track car route has been inspected with rolling track gage.

West rail of main to NYMT is being elevated at curves between Switch #6 and BOCES crossing.

**Plans:** Continue replacing bad ties at areas of weak track.

Re-align frog at Switch #6.

Relocate switch timbers for LA&L switch rehab.

Pick up and deliver 130 ties for use on restoration barn lead track.

Install car stop at end of Siding #7.

Layout and begin excavation and grading for track to restoration barn.

Pick up and deliver 12 pieces mine rail.

"Gandy Dancers": Scott, Brian and Matt Gleason, Dan Waterstraat, John Redden, Mark Pappalardo, Norm Shaddick, Dave Luca, Kevin Klees, Dee Mowers, Bill Chapin, Ed VanHorn, Rand Warner, Bob Miner, Stan Swackhammer.

## Thanks to . . .

**Dave Luca** for sponsoring our replacement engine for TC-2.

**Charles Harshbarger** for spearheading procurement and fund raising for high pressure washer.

**Walter Morey** for depleting his own company's supply of gage rods for us, and donation of track gage and several concrete culverts, and offer of use of a triple axle trailer.

**Dave Luca** and **Neil Bellenger** for bringing in donated concrete whistle post.

**Lucille Burke** for donation of large antique glass display case, and to Rand Warner for delivery.

**Tom McTighe** for info on antique passenger car.

## Wanted

- Proportional dividers for engineering dept.
- Cantilever car jacks for passenger equipment.
- Pair of journal bearing and/or roller bearing freight trucks.
- Pairs of MCB-type interurban trolley trucks.
- Feeder cable #4-0 copper or larger.
- Diesel generator set: 250-500 kw.
- Steam locomotive boiler repair tools.
- Sheet Lexan for car windows.
- Small stone crusher for making ballast.
- Small screener for sorting gravel.
- Skid steer loader ala Bob Cat.

### Banquet Held May 17

75 members and guests attended the 1997 Annual Banquet at Shannon's Pub.

The 1997 collector's mug featured Jim Dierks' drawing of the PC transfer caboose, now under restoration.

Mike Bryne served as Master of Ceremonies and reported the latest jokes on the InterNet.

John Weber enlisted Chris Hauf and his photo expertise to highlight the previous year's accomplishments. Tom Way named an extensive list of committee chairs and nominees.

The recipients of the 1997 Fairmont Award was announced (see right).

Don Shilling effloresced with current status of the Building Fund (Page 1).

The evening concluded with National NRHS President, Greg Molloy, presenting his slide program of his recent trip over the Gyaquil & Quito Railway in Ecuador. Those 'switch-backs' and casual train dispatching were impressive!

### George Knab and Chris Hauf named recipients of Fairmont Award for 1997.

At the Banquet, Marie Miner, last year's recipient of this Award, announce dual winners. They were George Knab, in recognition of his many hours and expertise in operating (and making

operative) our many pieces of construction equipment.

Chris Hauf also shared in the limelight. Chris is a multi-talented individual: a photographer, procurer of rolling stock, and rehabilitator of same.

Our congratulations to Chris and George!



Marie Miner, the 1996 Fairmont Trophy recipient, introduces the 1997 "dual" recipients: George Knab and Chris Hauf. President, Dave Luca, makes the presentation.

### Excursion Train Set was busy with 4 trips

On Wednesday, May 14th, our car set was used to 'educate' 250 Webster children from kindergarten through second grades. (They apparently enjoyed the hour trip as one class made and sent a poster that is mounted on the office door at the Depot.)

Then on Saturday the car set was used to provide rides originating from the flea markets in Ontario. The day was not the best, it was misty, but still about 600 riders partook of the three trips.

Other trips are contemplated (and have been advertised), but those for June have been cancelled. Hopefully, they will be running later in the summer. In that case, Chapter car hosts will be needed. Bob Miner would appreciate hearing from prospective volunteers. Call him at 671-3589.

Ontario Midland provided engines at both ends, as there were no run-around sidings available over this section of the line.



Above: 250 Webster school children beginning board train for one hour trip. Below: One of three trips from flea market 'station'.



### Car Hosts Needed

Several times this summer, our passenger coaches are scheduled for rides from Flanagan's Flea World to Williamson, stopping at The E.I. Emporium. The train departs the Flea World, which is located just north of Route 104, in the Town of Ontario. Enter from Ontario Center Road.

If you can help as a car host, or clean cars, give Bob Miner a call, 671-3589



## Wooden Snow Plow arrives May 16

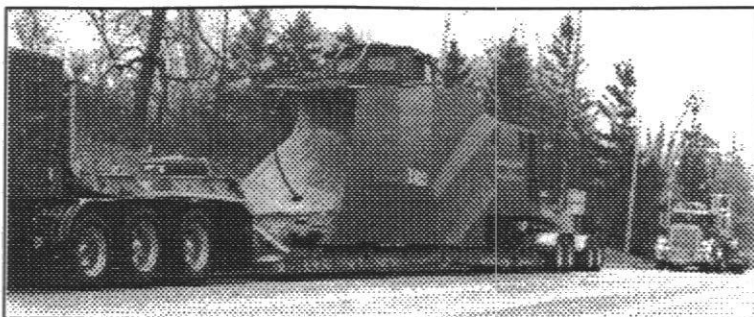
John Redden purchased a classic, and rare, wooden Boston & Maine snow plow from down in Pennsylvania.

He arranged to have Silk Road Transport (the same firm who moved in NYMT's two trolleys in November) to transport the plow. There was a slight difference in the transit; Silk Road had to use a larger trailer that had a steerable set of trucks on the rear of the trailer.

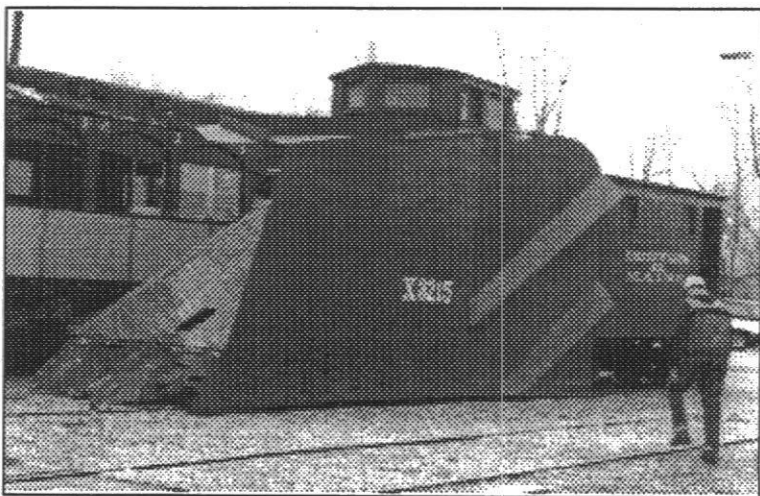
It arrived at about 6 PM, but was not free of the trailer until 3 hours later. It was one problem after another:

- 1) The plow's rear coupler 'hooked' on the frame of the trailer; the rear of the plow body was jacked up off the rear trucks.
- 2) The coupler for the plow front was not the correct one (it was for another plow). OK, so we'll use our tow bar!
- 3) But the hole in the plow 'blade' had to be enlarged so that the tow bar could be attached to plow and RG&E loco. (Thank goodness this part of the 'blade' was wood and not steel!)
- 4) But as the plow was inched from the trailer (a winch on the rear, the RG&E on the front), the tow bar coupling broke! This problem was corrected with rigging a chain coupling.
- 5) The front end loader got stuck in the loose gravel. Rand Warner and his station wagon served as 'tow' truck.
- 6) Then the BIG problem. As the plow was moved from the trailer, it PLOWED up, first the gravel, and the 2x10 wood planking! The angle was too steep and the plow blade could not be raised.
- 8) With the aid of steel plates and plenty of oil under the blade, the plow was finally on museum rails. Although blade and its leading edge are made of wood, it was hardly scratched from all of the 'plowing'.
- 9) It was now 9 PM and dark. The tractor and its extremely long trailer had to remain at the depot until morning before its return.

The interior of the plow was probably rebuilt, as it is in almost perfect condition (so is the exterior).



This 'monster' must have turned quite a few heads as it travelled down the highways!



Left: Dave Luca peers through the opening in the wooden blade that was enlarged to allow the use of a tow bar.

Above: This Boston & Maine wooden snow plow is an impressive piece of equipment as it sets in the Depot yard. Bet some motorists on Route 251 slow up for a look!

## Need furniture for Library

by Charles Robinson, Chairman

Now that the Chapter has acquired the Webster site for our new expanded and comfortable library, a look around for appropriate furniture for the library that members would be willing to donate is in order. If you have usable decent bookcases, steel racks, filing cabinets, chairs, tables, desks, reading lamps and so forth that might be appropriated and that you would wish to remove from your basement please contact the library

chairman, Charles Robinson at 716-377-4245. Active furnishing of the library probably will not start immediately after the June 1 take over but soon thereafter.

The library has already received a patent file cabinet donated by model railroader Fred Cupp who is moving out of the area. It will be useful for storing documents. We do thank Fred for his generosity.

The library is continuing to contact members about possible archival mate-

rial that they may be holding for the Chapter pending a better way to store those materials. We do appreciate all the response that we have been getting in locating some important local railroad historical information and other rail books. We will shortly have SPACE!!

### Grab a paint brush

One of the conditions for this donation of the cabooses was to improve the exterior. They need of a coat of paint!

### **Excursion Train Set located at Webster until fall.**

As the result of several, and potentially more uses, of our excursion coaches in summer service from the Webster area, the train set is now located just off Route 250 north of the Village.

This makes it convenient for more of us to help Bob Miner with needed repairs before the Fall Excursion season -- and not having to travel to Sodus each Wednesday.

Bob has a l-o-n-g list of things to work on on Wednesdays, mostly in the evenings, but also some days.

One of prime objectives is replacing windows. Volunteers have been polishing them, but several weeks later, they revert to their 'hazy' condition. Also, the polishing process as resulted in 'swirls' which distort a rider's view. The condition of our windows is the most often mentioned complaint from rider's surveys.

The coaches are now in a convenient place to tackle this (as well as other) problems. It is important that we apply some 'elbow grease' to this train set, as it our major money maker to support other activities.

So come on out and join the car-man's union. We do everything from interior cleaning to rolling out a truck. Give up those "scale models" and work on our 12 inch to the foot size. On Wednesdays, we are there from noon till dark.

### **"The Funds"**

**EKC #6 Prime Mover Fund:** Over \$4,000 has been pledged or received which allowed the purchase and transportation of this prime mover to museum property. Additional funds are needed to switch the units.

**PRR N-5c Caboose Fund:** Approximately \$1,000 has been pledged towards the purchase of this unique caboose design.

**Restoration Building Fund:** As reported on Page 1, this fund is over \$60,000. Whether this will cover construction costs remains to be determined.

### **NYMT Schedule of Special Events**

**Sunday, June 22**

#### **East Rochester Day**

Honoring the role this community played in railroad history. On display, a refrigerator car built at the Despatch Shops.

**Sunday, July 20**

#### **Antique Truck Show**

American Truck Historical Society members will display dozens of antique vehicles and fire trucks.

**Sat. & Sun., August 3 & 4**

#### **Our Chapter's 60th!**

Our Chapter celebrates 60 years with displays, exhibits and rides.

**Sunday, August 17**

#### **Railroads in Stamps**

Slide talks by local stamp authority Norman Wright at 1:30 and 3:00.

### **East Rochester Plans Trip**

At the Edgerton Train Show, there was a notice on the board that East Rochester 100th anniversary committee is anticipating chartering an Amtrak train from East Rochester to Albany and back. The approximate cost is \$100. For information, call the Village Hall at East Rochester, 586-3533.

### **Notice of Trustee Meeting Changes**

The next Trustees Meeting, normally the first Thursday of the month, will be Thursday, June 26, at Charlie's Cold-water Station. The meeting will be a 5 PM, followed by 'dutch treat' dinner and then watching the trains go by. Chapter members are welcomed to attend.

The August Trustees meeting will be held at the Depot, not the 40&8 Club.



### **Editor's Corner**

Even though this issue contains ten pages, rather than eight, there are a number of articles contributed by our members waiting to see print. How can this editor be so blessed?!

Among them:

Dan Cosgrove about dispatching

William Heron reviews, including a critical train trip review.

Mrs. Hamilton-Dann map of Monroe County railroads.

A number of interviews

Vic Parmenter's RR experience in Italy.

## **Auburn Rail to Auburn Trail**

**Saturday, June 21**

**10 - 11 AM** Lecture at Valentown Museum (across from Eastview Mall)

**11 AM - Noon** Movie, Visit Museum, Eat Lunch

**Noon - 2 PM** Hike the Auburn Trail

- See movie footage of the old railroad taken in 1960 by Dave Lanni.
- Learn the history of the Auburn Railroad - Sheldon Fisher will regale us with tales of the Auburn Railroad and local history.
- Browse museum items from the railroad era.
- Bring your own lunch.
- Hike the Auburn Trail - a 4 mile, easy walk from Fishers Rd. to School St. along the old Auburn rail bed on what is now the Victor Hiking Trails Auburn Trail. Pass under the NYS Thruway along your way. Shuttle provided back to the start.
- Free (Donations to Valentown Museum gladly accepted)



## The Pine Falls Puzzle

by Lynn Heintz

The Pennsylvania Railroad sold five PRR (6-double bedroom, 20-seat lounge) passenger cars of the *Falls* series to the Long Island Railroad in August, 1968. Among these parlor cars were the PRR #8139 *Pine Falls* (P80A) and PRR #8140 *Spruce Falls* (P80A), both built to plan 4086A.

On the LIRR Parlor Car lineup (PCL) of 8-30-68 and 9-2-68 the *Pine Falls* shows up with its PRR name. On the PCL of 8-28-69 it is still listed. The PCL of 8-29-69 the *Spruce Falls* is listed. Both cars are listed on the PCL of 9-1-69, the *Pine Falls* on eastbound trains #4011 and The *Spruce Falls* on trains #4008, #4007, and #4020-dead-head.

The PCL of 7-23-70 and 7-27-70 still show both named cars, but with something new. The *Pine Falls* is now LIRR #2063F and the *Spruce Falls* is now LIRR #2051F. Finally on 8-30-71 the new names of #2063F *Poquott* (ex *Pine Falls*) and #2051F *Pantigo* (ex *Spruce Falls*) are listed.

In 1976 the only lightweight parlor cars on the PCL are #2063 *Poquott*, #2054 and #2071. The *Pantigo* (ex *Spruce Falls*) was retired in October, 1975. The *Poquott* (ex *Pine Falls*) was retired in November, 1976. The *Pine Falls* sat in storage until June, 1977, when it was sold to Naporano Iron & Metal for scrap. NI&M resold it to a private individual.

The Rochester Chapter, NRHS accepted donation of the *Pine Falls* from Don Jilson, Conrail engineer, in 1985. It is not clear if Mr. Jilson was the same individual whom NI&M sold the *Pine Falls* to earlier.

As the *Pine Falls* now sits, the side facing our loading platform was void of any traces of PRR marking before it was painted several years ago. The other side (next to tool car) is a whole different story.

About ten years ago when the *Pine Falls* was located in its present resting place a large crew was cleaning her up in preparation to display and also paint the

hallway side next to the loading area. This side was in a faded LIRR paint job with remnants of 'Dashing Dan' the commuter, no big deal.

Later in the day this writer went to the bedroom side to take a look at damaged sections and noticed that with the sun directly overhead, all subtle features in the paint layers stood out like a sore thumb.

I called Rand Warner to the scene and we were amazed to find the word Pullman in the upper corners, sections of upper stripping (ex-PRR), a painted over car number, some illegible letters under the name *Poquott*, and some of the letters of Pennsylvania on the letter-board. This discovery was proved by spot sanding. When I sanded the name *Poquott*, I proceeded very slowly trying to figure out how *Pine Falls* had been compressed to fit in the same space.

At that time I had no knowledge of the LIRR, but as the name slowly changed to car color the next set of letters came into view. The "P" had not been painted twice, and the new name, equally as strange, was *Pantigo*.

I am assuming that the information in the Keystone article on LIRR passenger service is correct. Therefore, I believe that the Rochester Chapter has the *Pine Falls*. Probably, the LIRR shop crews simply stenciled it wrong the first time (*Pantigo*), then later corrected. The differences observed back then might be explained thusly. The *Pine Falls* being operated daily may have been used push/pull style with the aisle side next to the platform. As such the opposite side would not be seen up close, so to help keep costs low a facade treatment would seem practical. Most of the PRR lettering left was located on the upper portion of the facade treated side which, understandably would indicate that slightly more surface treatment was needed to remove below window staining and corrosion that might occur from the salt atmosphere of Long Island.

**Is there a LIRR fan/expert that can better explain this puzzle?**

## More Proof on Pine Falls Identity

By Gale Smith

The *Pine Falls* is equipped a number of hefty (heavy) lounge chairs. Of the approximately half of them investigated, if the chairs are turned over, the name "Pine Falls" is written in hand script on the bottom of the seat. On several, another name is there, but crossed out.

Because of their weight, I would not think that they would have been transferred from another car -- certainly not down the narrow aisle!

## Round and About

### Lake Shore Limited to serve Boston

The cancellation of service to Boston via the *Lake Shore Limited* has been suspended after Massachusetts agreed to build a \$6 million mail and express facility at Springfield, allowing for more revenue. (*The ESPA Express*, May-June 1997)

### New River Train Excursions

The C.P. Huntington Railway Historical Society, in conjunction with Amtrak, will host the New River Passenger Excursions on October 18, 19, 25 & 26.

This chapter has been sponsoring this trip through West Virginia's New River Gorge since 1966. Until recently, the train was powered by steamers. But you know that story.

An extra feature is travelling by private car, limited to 10 adults, which includes breakfast and dinner, for \$279 per.

For details, write the chapter at 1429 Chestnut Street, Kenova, WV 25530-1235

**All the Live Long Day** ... is a new video published by the Upper Catskill Community Council of the Arts, 248 Main St., Oneonta, NY 13820 selling for \$25pp. It's about the Delaware & Hudson Railroad showing scenes of steam in its heyday (in color) and the world's largest roundhouse in action.

**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.

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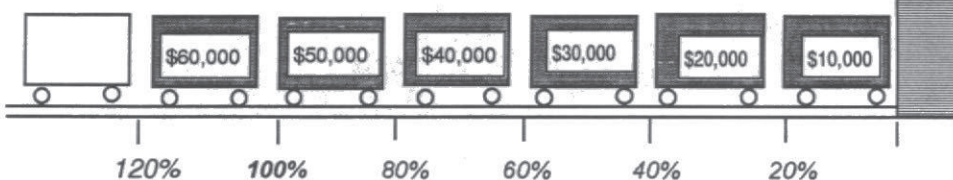
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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: The first of each month.**

**The status of our Restoration Building Fund. *The engine is in the 'engine house'!*** This graphic is changed to represent the amount in the "Fund" as a percentage of the 'original' goal (one that was designed to 'pour the foundation'. Now to add the roof!



## The Semaphore

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National Railway Historical Society

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