



The Semaphore

Newsletter of the Rochester NY Chapter,
National Railway Historical Society

July 1997
Volume 39, No. 11

Program for July 17:

Having Fun! Part II

For June, July and August, the Chapter monthly meetings will be held at the Rochester & Genesee Valley Railroad 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.

60th Anniversary of Rochester Chapter, NRHS Celebration:

August 1, 2 & 3

Events are still being planned for celebrating the 60th Anniversary of the chartering of the Rochester Chapter, National Railway Historical Society.

The theme is to replicate a 1937-ish environment in locale and costume.

Volunteers are needed for this three day event. Please contact Chris Hauf, 381-8583 or Dave Luca, 288-0318.

The Dreamer's Dream, The Doer's Do, and a Dream Comes True

by Joe Scanlon

Many years ago, near the beginning of my association with this Chapter, Rand Warner handed me an original copy of a parts book for an antique Caterpillar D-8 tractor and said, "You should hang onto this, Joe. It may come in handy some day".

I thanked Rand but inside my thoughts were "Yeah, that will be the day that we ever see a Cat D-8 out here".

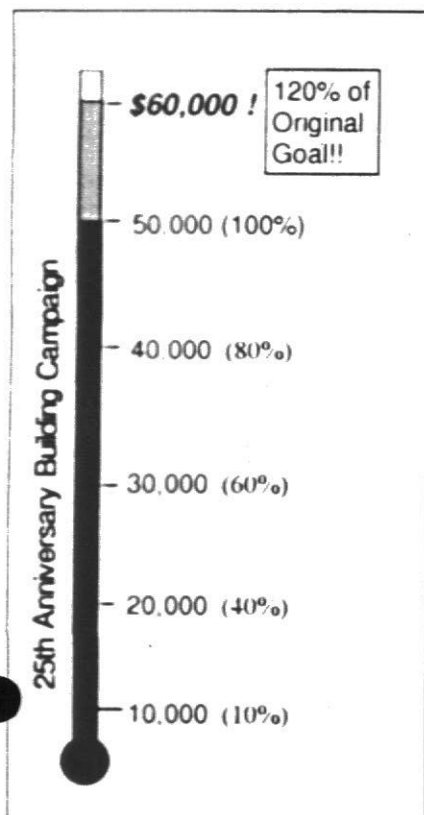
Well since then I've seen (and helped) the installation of thousands of feet of railroad track that have become the lifeline of two major rail-related museums. I've seen the acquisition of over a dozen major railroad cars and railroad equipment. I've run over a dozen pieces of historical construction equipment arriving at the Depot, and we now have a construction equipment museum. I've seen our museum grow from a quiet group of a handful of volunteers to an operation visited by thousands of people a year. A lot of magic happens at our museum every

year, as our over two hundred members know.

Recently, through the generosity of Mr. Byron R. DeWitt, the Chapter received a donation of a 1941 Caterpillar D-8 tractor. This old "side-bar" is from the very first series (2H-series) of Caterpillar D-8 tractors, and is a major historical find.

Over the year, Caterpillar has made over twenty different production series of the D-8 tractor, and they still make them in Peoria, Illinois today.

Remembering the old parts book Rand had given me, I compared the issue to the series (and serial number) of the machine donated by Mr. DeWitt. I was startled to realize that the book Rand had given me years ago for safekeeping is for the exact model - series for the machine we just received as a donation. Pure coincidence, you might say? With all the magic I've seen happen at our Depot over the years, I don't think so!



Depot Guides for July**Sunday, July 13:**

Mike Byrne, 225-5659
Dee Mowers, 352-4521
Dave Berner, 223-9388

Sunday, July 20:

Jim Morrow, 381-5602
George Bauerschmidt, 872-5053

Sunday, July 27:

Bernie Agins, 227-2135
Bill Limburg, 586-9470

Saturday, August 2

A. J. Tony Leig, 533-1204

Sunday, August 3

John Becker, 266-7191
Steve Oagley, 865-6535

Sunday, August 10

Bill Cain, 586-9043
Jim East, 377-5389

Sunday, August 17

Jack Tripp, 381-7757
Bill Blaesi, 342-6339

Sunday, August 24

Dan Gottlier, 586-4773
James Stewart, 484-2197

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

Don Shilling

Kane + Steamtown Trip well received

About 42 RR fans boarded the bus south of Rochester for a weekend trip to Kane and Steamtown, PA on June 21.

Mike Bryne handled the details amiably. He forgot to include the hotel tax in our initial price, but was surprised to learn it was only a sales tax of 4.5%; no added hotel tax found in many cities.

As we waited at Kane, we heard a diesel horn coming around the bend. Leading the coaches was a former Gettysburg diesel; the expected steamer had not yet passed inspection but was expected to be available the following weekend.

The middle coach housed the concession stand that served refrigerated drinks and hot sandwiches. Along the way, the train stopped, then continued for about

"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. John Redden is the overseer.

PRR N-5c Caboose Fund: \$1,550 has been pledged or collected towards the purchase of this unique caboose design. An estimated \$5,000 is needed. Chris Hauf is this fund's promoter.

Restoration Building Fund: This fund is over \$60,000. Whether this will cover construction costs remains to be determined. However, more will be needed to outfit the interior. Don Shilling is the principal (pun?) here.

A contribution to any of these funds would be greatly appreciated by the overseers.

ten miles when it stopped again. Reason was to replace a electric generator that failed.

At the trestle, we detrained, and the train backed over the bridge about halfway for pictures. A lesson in perspective was observed by looking down the row of bents below the bridge; I wonder how many there were (50?).

This part of the state was relatively flat along the railroad line, so it was surprising to suddenly come upon a ravine that was 300 feet deep. The other interesting aspect that over the distance of about 50 miles through open and forested country, there was very little wildlife. (I only saw a few birds. In contrast, we saw quite a few deer along 390 in NY state on the way home and there are deer in my backyard every day!)

The trip to Scranton was over I-80. On a personal note, this highway, after it crossed the West branch of the Susquehanna River into Northumberland Co., passed near (or over!) a farm owned by a distant grandparent of 1790-1840. The slightly rolling farm land looked inviting.

To be continued.

East Rochester Amtrak Trip: August 2 (Saturday)

In celebration of East Rochester's Centennial, the Village has arranged with Amtrak for a chartered train consist of three coaches and a club car for a round-trip to Albany. Forty-seven years ago was the last time that a passenger train stopped in East Rochester!

This train will board travellers at Mile 360 which is back of the Piano Works in East Rochester. Departure is at 9am with the return scheduled for 11pm.

While in Albany, buses will transport you to:

- The State Capitol for a tour.
- The boat ride on the Hudson River, which is a dinner cruise.
- The station for the return trip home.

Tickets are \$100 per person and can be purchased at the East Rochester Village Hall. For additional information, call Jim Burlingame at 385-1762.

Membership Report

Thomas A. Way, Chairman

Change of Address:

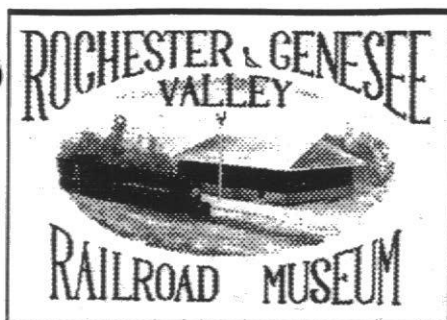
John Redden
104 Courtshire Lane
Penfield, NY 14526
388-9124

"Upstate Odyessey; The Lehigh Valley Railroad in Western New York"

Mary Hamilton Dann, a Chapter member, is the author of a new book on the Lehigh Valley Railroad in western New York. "Upstate Odyessey" contains 14 chapters with two appendices totaling 144 pages and featuring 170 rarely seen photographs and illustrations.

Another Chapter member, Richard Barrett, is the publisher through his Railroad Research Publications. RRP has previously published books on railroad lanterns.

The book should be available at the NYMT gift shop or your favorite bookshop and sells for \$29.95. Plans are to have a book-signing by the author later in the season.



Rand Warner, Manager, 425-8587

General

Please note and take advantage of our up-coming special events at R&GVRM and NYMT this summer:

July 20: Truck show at NYMT

August 1, 2 & 3: Rochester Chapter's 60th Anniversary

August 17: Railroad in Stamps at NYMT

Sept. 6: Chapter Picnic at R&GVRM

Gandy Dancer Crew Expanded

Our trackwork efforts have been greatly accelerated on Tuesday evenings by addition of Dave Luca's friends from the Tuesday Night Modelers.

Graduating from HO gage to 12" to 1' gage are Jim Scorse, George Burnham, Ed Williams, Paul Malanga, Don Wawrzyniak, Lewis Nost and Gary Patterson.

Other Tuesday Night Modelers who participated and are also members of Rochester Chapter include Bill Limburg, Stan Swackhammer, and Jack Matsik.

Firsts In 1997 - So Far

- Burro crane on the property.
- WAG snow plow on the property.
- NYMT G&W Caboose #8 out on line.
- NKP #79 up south leg of NYMT loop.
- EKC #6 almost all around NYMT loop.
- Full freight train on display at NYMT
- Complete Siding #7 and put into use.
- NYMT barn leads back in service.

Visitor Operations

Supt.: Don Shilling, 381-2171

Progress: Exhibits and areas in Depot have been prepared by Dave Luca and Don Shilling.

New exhibit in MDT car has been prepared by Chris Hauf.

Steps have been relocated for ease of visitor access to cars.

New boarding ramp installed at MDT reefer by Dan Waterstraat.

New glass case display set up in DL&W baggage car by Jeremy Tuke and Chris Hauf.

Exhibits and displays in DL&W baggage car expanded by Chris Hauf.

Plans: Prime and paint new stands for display information and set up.

Bring in another glass case for DL&W baggage car display.

Train Operations

Supt.: John Redden, 388-9124

Progress: NYMT's former G&W Caboose #8 has made two recent trips up and down our museum line - the first rail mileage since arrival at NYMT in the 1970's from G&W.

Trolleys #161 and #168 at NYMT have been relocated for visitor access and barn access.

R&GVRM locos and rolling stock have been set up for 1997 season.

EKC #6 and Erie caboose, meeting TC-4 and trailer car at Reid's crossing, were the feature operation for the June membership meeting at the museum complex.

Army #1843 and LV #211 have been refueled to support operations.

Plans: Develop operations plans for July 17 and August 21 membership meetings at Museum, and for Sept. 6 Annual Picnic.

Continue rulebook and operations training sessions and exams.

Consider scheduling and coordination of trackwork and train operations as could impact visitor operations.

Safety

Coordinator: John Redden, 388-9124

Engine, train and parking brake work has been scheduled for RG&E #1941.

Brake valve replacement has been scheduled for Kodak tank car and Pennsy hopper car.

Check valves on boom of Austin Western crane has been scheduled.

Compensator replacement on P&H 35-ton crane has been scheduled.

Plans: Review and expand deployment of fire extinguishers and first aid kits.

Continue Red Cross instructor training in first aid, to teach our volunteers.

Develop emergency/disaster response plan per insurance audit.

Update Operation Lifesaver effort for local and excursion events.

Repair grab irons on Pennsy RPO car and replace steps removed.

Install grab irons on Erie milk car at siding doors.

Review safety concerns lists submitted by each functional area.

Library

Chairman: Charles Robinson,
377-4245

Progress: Monday night work sessions at Webster have resulted in the following work on the new facility:

Furniture starting to be moved in. West and south sides of cabooses repainted from pastel purple to caboose red. Roof seams and holes caulked and skylight inspected and caulked. Electrical wiring inspected, traced, repaired and power turned on. Plumbing inspected, traced, repaired and water turned on. Locks and door latches replaced and rehabbed and new keys cut and assigned. Interior beauty parlor panelling removed. Dry wall plaster repairs started on damage areas. Interior beauty parlor furniture disconnected.

Plans: Scrape and repair east side of caboose, and north ends as needed.

Continued on Page 4

Library (Continued from Page 3)

Rehab hot water circuit and make operational.

Rehab air conditioning and make operational.

Procure, deliver and install bookshelves and file cabinets.

Repair steel decking on front walkway.

Replace black polyfoam skirting around bottom.

Repaint damaged dry wall interior areas after repair.

Scope out replacement plan for damaged wood areas of sheathing and cupolas.

Complete roof repairs in weak areas and plug leaks.

Thanks to: Dave Luca, Bob Miner, Steve Oagley, Charles Robinson, Jim Johnson, Rand Warner.

Electrification

Facilitator: Rand Warner, 425-8587

Trolley #409 carbody (Spaghetti Warehouse) will be moved into NYMT barn the weekend of July 12, spearheaded by Charles Robinson.

A former Rochester City Lines car body, now owned by NYMT, will be moved in during August, honcho'd by Charles Lowe.

Neil Bellenger and Scott Gleason will be heading up pole setting operations using NRHS auger truck. We plan to have one session a month.

Missing overhead line attachment hardware has been procured by Jim Dierks through NYMT.

The next 6 sets of bracket arm assemblies are in work under direction of Charlie Lowe.

P&W Car #161 will be moved into NYMT barn for roof repairs.

We hope to operate P&W car #168 soon with a tag power unit.

Plans: Substation equipment and options have been investigated by Rand Warner.

Electric power options have been discussed with Niagara Mohawk and Roch-

ester Gas & Electric by Rand Warner.

A number of diesel generator sets have been investigated and inspected by Rand Warner, Bob Miner and others.

Transportation options for trolley car bodies are being investigated by Rand Warner, Ted Strang, Charles Lowe, Joe Scanlon, and others.

A number of technical discussions have been held with Dave Johnston and Fred Perry, our resource people, and by Jim Dierks and Rand Warner.

Motive Power

Supt: John Redden, 388-9124

Progress: Dave Behnke has fabricated a beautiful new set of heavy duty steel steps for RG&E #1941 and George Knab installed them using his magnetic base girder drill.

Fairbanks #1843 and LV #211 have been refilled with diesel fuel, thru arrangements by Rand Warner.

We are in hot pursuit of a next-to-new set of batteries for RG&E #1941, and we have on hand a new main air reservoir and parking brake to be installed on this locomotive.

Arrangements are continuing to bring in a recently operated saddle tank steam locomotive.

Opportunities for other gas and diesel-mechanical, gas and diesel-electric and gas and diesel-hydraulic motive power are being investigated.

Traction motor blower for LV #211 has been rebuilt thru arrangements by Dave Luca.

Plans: Rehab RG&E #1941 loco and acquire replacement battery set.

Repaint EKC #6 loco.

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

Repair pneumatic contactors on Army #1843.

Clean and repaint replacement diesel prime mover for EKC #6.

Install traction motor blower in LV #211 and check out other blower.

Passenger Equipment

Supt: Bob Miner, 671-3589

Progress: Bernie Cubitt has installed new galvanized window sills on most of one side of Erie Stillwell coach. Chuck Whalen is chasing seats.

Gale Smith has published a comprehensive rehab plan for the *Pine Falls* sleeper-lounge.

Bob Miner and Dave Luca are working on windows and air conditioning for our excursion fleet.

Plans: Complete roof sealing on MU Power Car.

Seal roof and vents on *Pine Falls*.

Seal roof on B&O tool car.

Finish sealing roof on Stillwell coach.

Continue window rehab on excursion fleet.

Continue air conditioning tune up on excursion fleet.

Freight Equipment

Supt: Chris Hauf, 381-8583

Progress: Chris Hauf, Don Wawrzyniak and Charlie Robinson are painting the new interior for the P-C caboose.

The MDT reefer is being featured for East Rochester Days, showing the many photos Chris has mounted, and using new lighting installed by Chris.

Dan Waterstraat has made up a special hinged boarding ramp with railings for the MDT reefer.

Plans: Continue painting and lettering on east side of B&O bay-window caboose.

Continue rehab of B&O/BR&P caboose back date project.

Complete interior and exterior rehab of P-C transfer caboose.

Finalize shipping arrangements for reefer(s) and caboose.

Star Headlight moves to Avon

Star Headlight and Lantern Co., which moved from Rochester to Honeoye Falls in 1952, moved this spring to Avon to larger quarters.

Maintenance-of-Way Equipment

Supt: Norm Shaddick, 865-2773

Progress: Dick Bean is refinishing doors, windows and lamps for Burro crane. Art Mummery is looking at replacement prime movers both gas and diesel. John Redden and Norm Shaddick are working on small parts.

Bob Mader will honcho the 4-wheel drive conversion of TC-2, with input from Art Mummery, as soon as we relocate TC-2 to R&GVRM. As soon as 4-wheel drive conversion of TC-2 is complete we will install replacement Oliver-Cletrac prime mover, which is already on hand.

Jeremy Tuke & Co. have lubed our Fairmont track crane to aid operations.

Plans: Consider options and concepts for tie inserter/remover.

Consider options for ballast regulator.

Consider putting an air-compressor on a 4-wheel track car.

Complete 4-wheel drive conversion of TC-2 and install replacement motor.

Continue rehab of WAG snow plow and modify as required to permit movement on our tracks.

Get Burro crane operational with replacement prime mover if required.

Communications, Signals & Power

Supt: Neil Bellenger, 359-9985

Progress: Neil Bellenger is fabricating new mile markers, in all steel, using rail sections for posts.

Jim Johnson is finalizing relay box foundation forms and conduits to be ready for concrete pour.

Bill Chapin, Jim Johnson, Mike Dow and Dick Holbert are working on completion of relay boxes to be mounted on concrete bases.

LA&L RR will relocate the power feed to the crossing flashers at Rte 251 onto a new down pole at the flasher relay cabinet, thus eliminating meter pole adjacent to our Depot.

Plans: Pour concrete for relay cabinet bases. Install new cabinets. Wire in new block signal circuits.

Continue fabrication, painting, lettering and installation of new 1/10 mile marker signs.

Standardize colors on switch stand targets on masts to avoid confusion on signal aspect.

Buildings & Grounds

Supt: Dave Luca, 288-0318

Progress: Bernie Cubitt has repaired and painted eaves on RL&B interurban waiting room. He has also made up a replicate wooden sign to be mounted on the building and has researched the exterior paint scheme. George Knab is making a new sled frame to go under the building so we can more easily relocate it.

Jan Dittmer has planted and tended flowers at Depot entrance, at top of hill and along right-of-way, and at our billboard sign.

Dan Waterstraat, Bob Miner, Rand Warner, Bill Chapin and Dave Luca are mowing the lawns.

We now have a dumpster on site, arranged by Rand Warner, to aid in keeping our appearance neat. Please respect the regulations on this Dumpster.

Plans: Relocate waiting room and crossing shanty temporarily across Rte 251 while we stone the parking lot.

Extend stone in loading ramp areas and remove broken planking.

Develop restoration plans for crossing shanty.

Acquire concrete hexagonal telephone booth.

Continue cleanup of grounds around tool car, Stillwell coach, flat car, and Pine Falls.

Fix split elbow on copper water line to Depot outside faucet.

Track & Right-of-way

Acting Supt: Rand Warner, 425-8586

Progress: Scott, Brian and Matt Gleason have rehabbed three sets of culvert headwalls between Switch #6 and Scanlon's Curve.

Switch #7 and Siding #7 have been completed and the siding is in service now, full of rolling stock.

Switch timbers inspected, sorted, stacked and being relocated for LA&L switch project by Dave Luca, Chuck Whalen, Dan Waterstraat, Rand Warner, George Knab and the Gleason family.

Run around switch stands and timbers on OMID at Webster being rehabbed by Rand Warner, Dave Luca, Jerry Lederthiel and Pete Cologgi, using OMID supplied and delivered timbers.

Track between Switch #6 and Scanlon Curve raised and super-elevated by Dave Luca and Tuesday night crew. Mark Pappalardo and Norm Shaddick are taking turns on the Jackson tamper.

45 relay ties and 30 landscape ties loaded out on pallets by Steve Huse and Rand Warner for tractor trailer transport supplied by George and Dave Knab.

Dan Waterstraat has color coded track wrenches and is tightening rail joints.

Plans: Extend guard rail at NYMT.

Replace ties at gage rod locations.

Rehab Switch #6 to correct alignment of frog to main.

Complete LA&L switch rehab.

Start layout for Switch #9 to new restoration building.

Continue leveling track and begin taking out kinks in alignment.

Bring in more ties and switch timbers.

Continue rehab of passenger loading siding at NYMT and add ballast.

Remember our 60th year Celebration the first weekend in August. The next issue (August) of *The Semaphore* will not reach you in time with the details. Final details should be available at the July 17 meeting.

Construction & Equipment

by Joe Scanlon, Supt., 392-8841

Rough grading of the heavy equipment storage/display area proceeded with a vengeance last month with George Knab leading the charge. Charley Harshbarger has been moving a lot of the dirt with the Chapter's Bucyrus-Erie 15-B backhoe. The 15-B shovel front, operated by George and Jim Loomis has put in a lot of hours on this project. Rand Warner, Charley Harshbarger, Jeff Carpenter and Joe Scanlon have been enlisted as dump truck drivers. Art Mummery has been doggedly working on the Galion Chief three-wheel roller, which should be out working by the time you read this.

By the Fourth of July this grading project should be complete, and the heavy equipment will be moving up on the hill to prepare the site for the 25th Anniversary Building Project.

Art Mummery has been adjusting the P&H Army crane over the last few weeks and has declared the crane unit ready for action. The lower unit however has a blown head gasket and Art is planning his next attack on that problem.

Some major acquisitions have been accomplished recently. Thanks to the generosity of Carl Scalzo and Russ LaDelfa, owners of the Hudson Steel Co., the Chapter is now the proud owner of a P&H 35-ton truck crane, complete with hydraulic outriggers. This crane represents a major leap in our ability to self-perform major work projects. Already our 35-ton P&H is scheduled to pick up our excursion set coaches off their trucks for maintenance work, and it will also be used to erect the structural steel for our 25th Anniversary Building! This crane comes equipped with over 100 feet of main boom and 30 feet of jib section.

George Knab is given the sharp eyes of the month award for spotting an antique Caterpillar D-8 tractor hundreds of feet back off West River Road at the Cole Sand and Gravel pit. George then made many trips to the B.R. DeWitt Co. in Pavilion, NY to inquire about the machine. George later received a phone call from Mr. Byron R. DeWitt, presi-

dent, who offered to donate the D-8 to our museum. The D-8 now sits proudly in our museum display area! Many thanks to Mr. Byron R. DeWitt for making this possible.

Last but certainly not least, the Chapter also has a Caterpillar road grader on the grounds for its use. The CAT model 212 motor grader was bought new by the DiFiore Construction Co. in 1957, and has worked for the DiFiore's faithfully for the last 40 years. Mr. Foster DiFiore has graciously offered to put the grader out at our museum on loan for preservation. Thank you, Mr. DiFiore! Rest assured that your machine is in gently, caring hands!

As we get ready to commence site work for our 25th Anniversary Building, plan on coming out to view the action up on the hill. There will be many pieces of vintage construction equipment moving dirt and the scene will be that of a construction project out of the 1950's! Bring your Kodak film!

Added input from Rand:

Progress: George Knab brought out his 4-cylinder gas powered welder and Art Mummery got it running.

A skid mount, diesel fuel tank has been obtained and filled, to support construction activities, by Rand Warner.

Plans: Complete clearing of equipment area to accommodate LA&L switch rehab project late June/early July.

Resume grading for new building and begin excavation for Switch #9 and Track #9 to new building.

Put Galion Chief roller into service on two parking lot projects.

Complete rehab of 35-ton P&H crane and relocate to Webster/Sodus to support truck rehab project for excursion train set passenger cars.

Review construction options for new restoration building.

Our new 'caboozes' Library may figure into Webster festivities planned for mid August. The exterior will look presentable; the interior will probably be under construction.

Engineering

Supt: Jim Johnson, 467-1672

Progress: New office furniture procured and donated by Jim Johnson.

Electrical instrumentation procured and donated by Rand Warner.

PC and Mac computers set up and checked out by Chris Hauf.

Roll drawings filed and indexed by Jim Johnson.

New files acquired and being indexed by Jim Johnson.

New maps provided by Tom Phillips.

Tool Car

Supt: Charles Harshbarger, 266-8339

Progress: New 2200 psi pressure washer procured by Charlie Harshbarger. See him for instruction in use.

New Stihl chain saw procured by Neil Bellenger. See him for instructions.

Outdoor skid mount fuel storage tank procured from Griffith Energy by Rand Warner.

Gas powered welder on rubber loaned by George Knab and rehabbed by Art Mummery. See George for info.

Plans: Complete CAD drawing set for buildings, grounds and utilities so we can integrate, new restoration building/options into data base.

For Sale

Landscape ties and switch timbers, \$6.00 at our lot.

Towmotor forklift, propane powered 6000# capacity.

250 gallon outdoor steel fuel tanks, several.

Rome diesel grader, all hydraulic, 1945 period piece.

Crossing signs and flashers for your den, office, recreation room or train room.

Crane boom sections, assorted.

Bucyrus-Erie attachments, assorted

Bay City attachments, assorted

Detroit diesel engines and parts, assorted.

Wanted

Sheet steel 1/8" to 1/4" thick, 2'x4' up to 4'x8' long, plain or diamond plate.

Blower impeller for Wayne brush chipper Model 12T318.

Sponsors for replacement Cummins prime mover for EKC #6.

Participants to underwrite cost of 2200 psi pressure washer.

Plasma cutter, single phase, 120v or 240v, for sheet metal work.

Nibbler, air operated for sheet metal work.

Diesel generator set, three phase, 100kw or more, for several projects.

Proportional dividers for drafting area.

0-1000 amp DC clip-on ammeter for trouble shooting diesel locos, trolleys, and substation problems.

Thanks to ...

George and Dave Knab for use of trailer to bring in ties from Rochester Refrigeration, donated by Jeffery Berger

Jim Johnson for new chair for engineering drafting area

George Knab for making his gas powered welder available to us.

Art Mummery for ordering parts for P&H 35-ton crane repairs.

Cole Sand & Gravel for donation of Caterpillar D-8 crawler

David Anderson for blue light lantern, single car test device, brake shoes, connectors, coupler parts, and assorted track hardware.

Rand Warner for hardware, tools, books and materials

Robert McKinney for donation of assorted railroad track tools.

Norm Shaddick for arranging donation and transportation of railroad track tools and logging tools from his brother-in-law in Maine.

NYMT for offer of FWD truck, in exchange for removing LeRoi engine to go into L-2 Plymouth loco.

An Interview**Bernard C. Cubitt**

My parents immigrated to Canada from Great Britain when they were very young. After serving in the Canadian Armed Services and getting married my father took a job in Portland, Oregon where I was born. A sister was born in San Francisco, two brothers in Toronto, Canada and a sister and brother in Rochester, N.Y. After attending seven years at School #8 in Rochester our family moved to Trimmer Road, Spencerport, N.Y. in 1938. Here we attended Catfield #8 School: a one-room 8 grades cobblestone school. After graduation from Spencerport High-school I served 2 and 1/2 years in the Army Air Force. Upon separation in 1946 I served a 6 year apprenticeship under my father learning to be a color corrector Photoengraver.

Previous to my service time I constructed many flying model airplanes including one that had a 8-foot wing span.

In the late 50's I built an HO train layout in the basement of a friend. The house was approximately 165 years old and had round beams in the basement ceiling.

About 1971, my wife and I joined the upper Canada Railway Society and took one fall foliage trip behind the 6060 steam locomotive. Later we took summer and fall trips on the Ontario Northlander TEE train. Since then we have ridden many small railroad lines. In September 1989, we took VIA train across Canada. This included riding behind CP steam train along the shores of Howe Sound. In 1988 I purchased an Olympus S405 camcorder and have been taking pictures ever since.

After building an 18 foot sailboat in my basement in 1964, I paneled out this area and started collecting model trains and building a layout in 1970. I have a collection that includes "O", S and HO gauges. Also two standard gauge sets and some Turbo Train N gauge sets. Through the encouragement of my friend, Bill Chapin, I joined the Rochester Chapter of the NRHS about 10 years ago. After several years I volunteered to be a Sunday docent. In looking to take a more active participation in the Chapter, I volunteered to make windows (44!) for the Erie Stillwell car. This was 1994. Since then I have been removing old siding and installing new siding on this car plus doing some interior work with Chuck Whalen. As of this date (January 1st, 1997) new siding had



been installed on both sides and the next few months will be needed to finish the riveting. [Ed: Job done!]

I have been a member of the Train Collectors Association and Toy Train Operating Society since 1972.

On a Western trip in 1995 we rode the Silverton and Durango Train. I got some good videos myself and purchased three excellent videos. We also visited Golden Spike National Historic Site and I was able to get some good videos there. This past September I was able to take videos of moving the BL&P RR depot to our complex and the arrival of two Philadelphia and Western trolleys at R&GV RR and then up to NYMT.

For 30 years I have been a member of three covered wooden bridge societies, and traveled many back roads to get pictures of these remaining bridges. I have built several bridge models and am presently putting together an 'S' gauge Pennsy T-1 locomotive.

I started taking slide pictures during the ASA 8 days and have continued taking pictures over the years and now including video.

I am most enthusiastic about all that is being accomplished at our complex and look forward to seeing much more achieved in the near future. I hope to continue being an active contributor to all of our activities and to be able to continue doing maintenance and restoration work. I am most pleased to see the combined efforts of NRHS and NYMT. This is a step in the right direction. It bodes for greater accomplishments for our future and a greater exposure to the public.

Most of all I want to say Thanks for all the great fellowship and comradery of our membership. This is what makes our Chapter really great.

Division Headquarters

by Dan Cosgrove

On the New York Central, Division Headquarters, particularly main line division headquarters were considered to be vital organs of the whole organization. In earlier years, the placing of a headquarters would strongly influence the growth of the town or city that they chose, much as were towns influenced by their proximity to either a canal or a railroad. In this area, we were blessed with relatively numerous division headquarters, one at Syracuse, one at Rochester, one at Buffalo, one at Watertown, and one at Jersey Shore, Pennsylvania. I refer to New York Central offices.

My first acquaintance was at Syracuse. Syracuse was the dividing point between the Mohawk Division and the Syracuse Division. All engine crews and most train crews changed at Syracuse. Rochester Division crews arrived in Syracuse, and either took rest in order to work another Rochester Division train back to Rochester later in the day, or they were deadheaded back to Rochester.

Main line crews worked regular assignments. They came in to Syracuse from Albany or Buffalo and had regular runs, perhaps east on No. 24 from Buffalo early in the morning and west on No. 43 at mid morning, and their day commenced perhaps at 5AM in Buffalo and would end back in Buffalo by noontime.

One hundred miles was equivalent of eight hours work. A trip to Syracuse was 142 miles, so for their efforts they had nearly three days pay. Some crews worked routines like this daily, others worked every other day. Either way, it was excellent. You had to be good to qualify and you had to be better to remain on the job, as the work demanded that you be alert at all times. The main line crews were a proud lot, and rightfully so.

Now when a crew came in off a run, some had from one to three or more hours to wait for their return trip. There were crew quarters available so you could snooze if you so desired. The caller would know where to get you when your train was due. If your off

time was limited, the coffee shop was open day and night, and there were always crews waiting time as you were. Hojack crews also came in to Syracuse for trips from Watertown, so you had a real mix of people on hand.

Occasionally a crew member could become ill and a Syracuse Division man might find himself working as a brakeman on old Road No. 3, or a Rochester man might work west to Buffalo on a fast train. The Syracuse, Rochester and Buffalo divisions had interchangeable seniority, so you could bid on and work on jobs in any of the three divisions.

At Syracuse, besides the Superintendent and his assistant, you had trainmasters, crew callers, stationmasters, ticket salesmen, ticket receivers, baggage men, and mail handlers. On the west end of the third floor, the General Manager had his people and his substantial staff as well. We had messengers for all three floors working around the clock.

The Wire Chief had a substantial office which housed all the communications apparatus for the division. This included telegraph, telephone, teletype, and in later years, radio equipment as well. In the 40s, telegraph was still a mainstay of communication, along with teletype running a very close second. The dispatchers circuits were all telephone, but the telegraph was necessary adjunct.

Telegraphers worked around the clock and certain wires were pipeline of information for the whole railroad. The messenger had his hands full, as all the messages had to be delivered throughout the whole building on a nearly hourly basis, with really hot messages given priority. When derailments or accidents occurred, messages relating the event were sent out by the clerks in the dispatcher's office with copies being sent to just about every dignitary on the railroad, and their numbers were many.

Division Headquarters of a main line division never ceased operating no matter the hour, no matter the season, no matter the weather, no matter fire, flood, or disaster of any kind. A main line railroad never closed down, no matter what the circumstances. Trains would be rerouted around a disaster area, and

there were all sorts of alternated routes that could be used. If trains could not run on one of our own alternate routes, plans would be made to use facilities of competing railroads who would use our lines if they had serious problems with their own. But the idea persisted, the railroad would not shut down, not for any reason.

When an official was promoted to a position in a main line division headquarters it was considered quite a feather in his cap. On the other hand if you were say a Trainmaster on a main line division, and you were suddenly transferred to an "outpost" division, such as say St. Thomas on the Michigan Central, you knew you were in trouble. And that you had better shape up and sharpen up or you would never see the inside of a main line division headquarters again. Certain outlying division headquarters were the equivalent of Siberia, and woe betide you if you were transferred there. So there were messages in a simple statement stating that Mr. Jones would be assuming the duties of Trainmaster in East Nowhere. Mr. Jones would get a chance to mend his ways, or spend the rest of his time working in some rather lonely outposts.

Some small division headquarters were not deemed to be setbacks in your career, and Rochester was among them. It was unusual in that it was a branch line headquarters situated in the middle of a main line division. Because of this, Rochester had connections with the Syracuse Division located at this time in Syracuse. Trains ran out of Rochester on to Rochester Division trackage, and finished their runs in either Buffalo or Syracuse territory. The signalmen, engine and train crews and many other workers worked equally for any of the three divisions. So Rochester was ranked as an equal as far as the adjoining divisions were concerned and it was never a shame to be posted here.

In later years, the management of the Syracuse and Rochester Division were merged, and eventually the headquarters moved to Rochester, where it has remained since.

* * * * *

Trip Report

Tennessee Central Railway Museum

By Bill Heron

The Tennessee Central Railway Museum is a non-profit, all-volunteer organization located in Nashville. Their stated mission is "to preserve, restore, interpret and operate historic railroad equipment for the education of the general public about America's railroads". In the course of doing so they operate a number of excursions each year, (ten for 1997), to central Tennessee locations. Basically, the excursions are intended to make money to be used in the furtherance of the organizations goals.

Although the word "museum" is in their title, at present they do not really have a museum, but they do have some very good equipment and some big dreams as I learned on a trip to Nashville for the purpose of enjoying a rail excursion on June 7.

As to the equipment, the TCRM was fortunate enough to buy two ex ATSF coaches from Amtrak. In addition, they

have access to at least three other ex-Amtrak/ex-ATSF coaches, a privately owned ex-Amtrak/ex-PRR dinner, and ex-NP/ex-Amtrak dome car, owned by the host railroad, Nashville & Eastern, as well as a TCRM owned former US Army kitchen car converted to a baggage car for Amtrak and later reconverted by TCRM to a power car as well as a souvenir/concessions car of similar heritage. All of the equipment is in excellent condition and well maintained. I was impressed.

The Nashville & Eastern provided both the rails and the motive power for my trip. Up front there were a pair of ex-CSX U30B's painted in N&E's green and yellow livery. The line we rode was part of the former Tennessee Central's main line. This was a railroad that never did very well and went bankrupt in 1968. The line was split among the Illinois Central, the L&N and the Southern. The N&E took over operation

of the L&N segment in 1986. This route consists of 108 miles running east from Nashville.

My trip went from suburban Nashville to a very small town called Gordonsville, about 50 miles one way. This line was built during the 1890's and is quite original, which accounts for a lot of its charm. As would be expected, the route is largely one of curves, one way, then the other, along with numerous minor ups and downs as well as lots of grade crossings. The view is bucolic and pleasant as the train moves through gently rolling countryside. Often we passed by backyards featuring well tended vegetable gardens. Few passenger trains run on this line and our excursion obviously was a note; we got many friendly hand waves from back porches or patios and at several crossings cars were parked and parents or grandparents had brought the kids to see and greet the train.

All in all, a good trip, made more so by the hospitality of the volunteer hosts and hostesses. The "train robbery" staged by mounted bandits on the outbound trip was a definite plus!

A Hockey arena over a train shed?

In April, Toronto's Maple Leafs Hockey Team announced a proposal to build a new arena over the train shed of the Toronto Union Station! Amazingly, many local politicians are supporting the idea.

The Union Station, including its trainshed, is protected under the Canadian Heritage Station Act which does not permit modification or demolition without public input.

Prior to this, the Maple Leafs were in discussion with the National Basketball Association Toronto Raptors for a joint arena. An agreement could not be reached, so the Raptors started construction of their own arena on the site of the old Postal Terminal just south of Toronto Union Station. (*The Turnout*, June 1997)

Three 0-4-0T's being preserved.

On a short piece of trackage belonging to a local lumber company in Campbellford, ON, rests three old 0-4-0T steamers in various states of being preserved. (*The Turnout*, June 1997)

Off the Wire ...

(News from other newsletters)

Buffalo Memorial Aud may become transportation center

The former home of NHL Sabres, the Buffalo War Memorial Auditorium, may become "Buffalo Intermodal Transportation Center". The proposal: Amtrak service now at Exchange St. Station would move to new facility, along with inbound destination for Metro Rail, Metro Bus, other public transit vehicles, taxis, limos and a starting point for seasonal boating transportation. (*Leaky Valley*, June 1997)

Erie, PA officials declared Operation Lifesaver Awareness Day

Both County and City officials of Erie, PA, in cooperation with the Lake Shore Railway Museum, proclaimed May 17 as "Operation Lifesaver Awareness Day". The museum featured audio & visual programs for the public. (*The Lake Shore Timetable*, June 1997)

Lake Shore Museum sponsors Steamtown Trip

On July 18 will start a three-day trip to visit Steamtown and a tour of the Corning Glass Works. Price: \$325/person. (*The Lake Shore Timetable*, June 1997)

Indianapolis' Union Station Problems

This century-old station, refurbished 11 years ago to high acclaim, now faces competition with shiny new Circle Centre mall. Visitations have dropped from 8 to 2.7 million people over this period. Presently, there are 20 tenants. As of March, a portion of the structure used as a Holiday Inn will remain as well as the depot serving Amtrak and Greyhound. (*The Michigan Railfan*, May/June 1997).

New intermodal center at Syracuse

This facility is under construction at intersection of I-81 and Conrail's mainline. Being near Carousel Mall, it will also serve Amtrak and Ontrack as well as buses and taxis. Will replace Amtrak's East Syracuse station. (*Leaky Valley*, June 1997)

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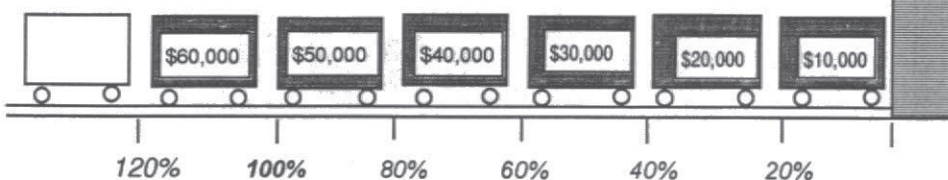
The Semaphore Staff:

Editor: Gale Smith
 Printing: Dave Luca

InterNet (World Wide Web) address:
<http://www.rochester.ny.us/railmuseum.html>

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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

Rochester Chapter

National Railway Historical Society

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