



# The Semaphore

Newsletter of the Rochester NY Chapter, NRHS  
P.O. Box 664, Rochester, NY 14603; Published Monthly

December 1997  
Volume 40, No. 4

## Program for Dec. 18:

"Susie-Q's Southern  
Division and a little more"

Presenter: Chris Hauf

The NYS&W line over Sparta Mountain from Little Ferry, NJ to Warwick, NY will be covered along with some slides from other NYS&W events from all parts of the system and some other NJ tidbits.

**Three Membership Participation Programs are scheduled for 1998. The first one (videos) is for the next meeting. See Page 7 for details.**

## Program Committee

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

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

## Season's Greetings



## Steam at Last !!

by Rand Warner

After wishing and wanting for at least 30 years, actively searching for at least the last 20 years, and 10 years of specific pursuit and negotiation, we have a steam engine on the property!

Thanks to the generosity and thoughtfulness of Dr. Gerald Bertoldo, a practicing veterinarian in Attica, New York, the Rochester Chapter now owns outright a Vulcan, 1918 built, 45-ton, saddletank coal burning, 0-4-0T steam locomotive, C/N #2854.



The good news is that this locomotive was still being operated in the early 1990's. In fact it has been the only steam loco operated in New York State, other than Arcade & Attica's, since Livonia Avon & Lakeville stopped steam operations in 1977.

Locomotive #12 was originally built by Vulcan for the Brooklyn Navy Yard. They gave it a new boiler in 1931. Near the end of the steam era in 1947, it was acquired by the Dexter & Northern, a long-since abandoned short line in the Adirondacks. While there the loco was given a new set of flues, in 1955, by contract with the nearby New York Central. In the

1970's it passed to Owego, New York, where it was operated at a local amusement park. Gale Smith photo; scanned by Tony Testa.

(Continued on page 3)

## A Consultation with an Engineer

by Don Shilling

Recently some members of the building fund raising committee met with a senior construction engineer to discuss our needs and our progress thus far with him on our building project. We began by explaining what we wanted accomplished and how much we thought it might cost. He listened quietly then asked us to sit down, while he explained, as a professional construction engineer with the knowledge of many building projects during his career, just where he thought our rail car renovation building project stood.

Great, we thought. "Would we see people putting up the building sometime this Autumn?" we asked?

The engineer looked at us kind of oddly, then asked us to please listen carefully as he explained the facts of proper building construction to us.

He had our attention. As a specialist in erecting scores of structures the engineer listed the following needs:

"First," he began. "You need a durable service road, one that won't muddy in the springtime, one that will handle heavy truck loads of concrete mix and one that will allow the delivery of all the materials you'll need for your building project, and ... it's go to be a fairly straight service road, not one with lot of curves. And ... it seems likely that a road curb cut will be essential off your location on Route 251, if the State Highway Department allows it ..."

"Gee Sir, we didn't know that", we answered.

Smiling a little then, he added, "Secondly, have you thought about the utilities you'll need? There's water, a sewer system, drainage for the roof and the drip area surrounding the building, not to mention a telephone line and ample lines and conduit to carry the electricity."

"Gee," we answered, "We hadn't thought of that."

"OK", the man continued. "From what you've told me, I believe it's also

essential to have the two sets of track laid in place in the building's footprint before you erect the structure. And, right now it sounds like you've still got four to five feet of earth fill to be cut out, hauled, dumped and rolled for compaction at the south end of the building site. I also understand that's what you'll need since you decided to have tracks running right through the building with a set of short service tracks just south of the structure."

"Yes," we replied. "But gee sir, how long will all that take?"

"If," the engineer explained further, "The rainy Fall weather doesn't turn your upper hill site into muddy, mush, maybe, with enough help and by using some of that classic construction equipment you tell me you're so proud of, you might have the ground leveled and ready for footings, installation of a service pit and a five block foundation wall in the Spring of 1998."

"Holy mackerel, Sir, why so long?" we inquired.

"To do it right, and you want it done right, don't you?" he added. "The ground needs time to settle over the winter months so you'll have a good solid foundation, not only for the building, but also for the track set. And one more thing. I understand that you're received some building estimates from three local builders. You explained that the top bid was for \$150,000 and the lowest estimate was for \$90,000. Have you got that kind of money on hand?"

"Well not yet, Sir," we admitted. We shook his hand replying, "Thank you for all your good advice."

Walking out of his office, we confided in our committee. "Wow, we never thought about all of those things. Guess that's why you have to consult with an engineer if you want things done right."

## Membership Report

Chris Hauf, Membership chairman

### Welcome to these new members:

Donald Newberry, Jr. (Jay)  
222 Polaris St.  
Rochester, NY 14606

Bobbie Corzine  
72 Cranberry Rd  
Rochester, NY 14612-1010

### Chapter Membership Statistics

Regular.....	203
Local.....	8
Family.....	34
Total: .....	245

**NOTE:** You should be receiving your 1998 NRHS dues package early in December.

## Kids ride from Webster to Williamson

The Chapter's train set provided the 400 children, with parents, of the Toddler's Workshop for a trip over the former Hojak line on November 11.

The story was illustrated in the 'Towns & Villages' Section of the *Democrat and Chronicle*. One photo shows Don Shilling punching tickets.

**Santa Clause Train:** Our train set will also be used in a 'Santa Clause' trip this month. This trip is arranged and sponsored by Ontario-Walworth Rotary Club.

### Train Set Based in Webster

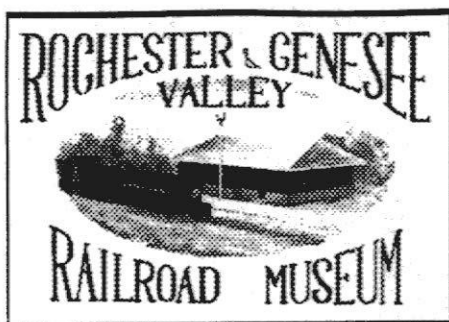
The train set is presently based in Webster so that work can be done. Among the many jobs and routine maintenance planned are window replacement and installation of 'buffers' between the cars. If there is anyone knowledgeable about sewing plastic and reupholstering, there are plenty of seats that need attention. Give either Dave Luca or Bob Miner a call.

## Chapter Has Table At Great American Train Show

Saturday and Sunday, December 13 & 14

Dome Center/Monroe County Fairgrounds; 11:00 AM to 5:00 PM both days  
**Your Assistance Requested!**

The Chapter will have a table at this show. Jeremy Tuke would appreciate your assistance at staffing this table. Please call him at 359-8944.



Rand Warner, Manager, 425-8587

## Steam At Last !!

*(Continued from page 1)*

ment park operation. In the early 1970's, it was acquired for the Tioga Transportation Museum and moved to Flemingville, NY just a few miles north of Owego. At Flemingville, loco #12 was operated in occasional Sunday service, on a private siding, from about 1972 till at least 1991. Following loss of a boiler tube, it has been stored out of service.

Thanks to the watchful care of neighbors around the Tioga Transportation Museum area, the loco has survived complete, intact, undamaged and unvandalized, in spite of the museum being closed for the past five years.

Final paperwork for the transfer of the loco from Dr. Bertoldo to the Chapter was signed and notarized on Monday, November 3, and on Tuesday, November 4, the loco was moved to our Rochester & Genesee Valley Railroad Museum.

A work party of George Knab, Art Mummery, Larry Marmet and Rand Warner prepared the loco for removal on Monday, November 3, and moved it to the loading site, using block & tackle with George's 1-ton truck.

On Tuesday, November 4, we had a large gang on hand to assist with loading. Bernie Cubitt, Bill Chapin, Chris Hauf, Dee Mowers, Scott Gleason, Dan Waterstraat and Dick Bean all came down to help and to record the event for posterity. At 9:00 AM, Brian from Mendon Enterprises arrived with a triple axle tractor and 50-ton, triple axles lowboy trailer. George Knab directed the loading operation, using our

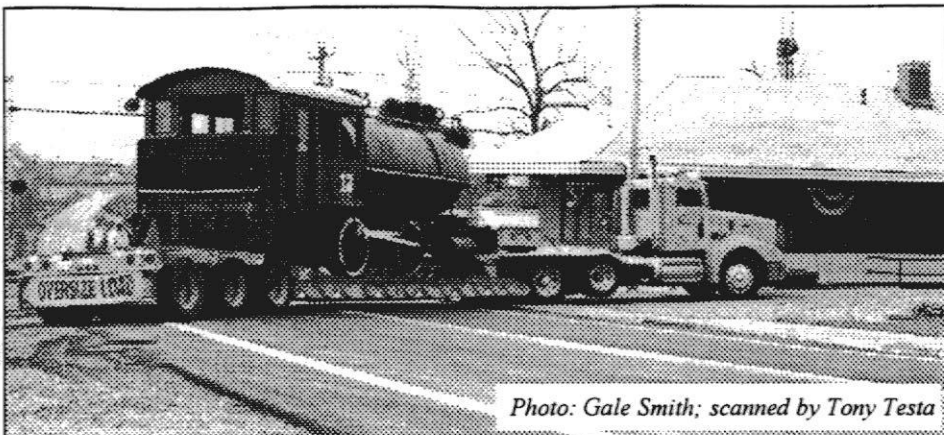


Photo: Gale Smith; scanned by Tony Testa

home made ramp and rigging, and by 10:00 we had cleared a train on the adjacent Owego & Hartford RR, and were on our way to Owego.

Engine #12 may have made her fastest time ever, on Route 17, as she was clocked in excess of 65 MPH (and then some). She also may have scraped through on the least overhead clearance ever, just passing under Conrail's Southern Tier line bridge in downtown Owego.

All went well at the unloading site at our Rochester & Genesee Valley Railroad Museum, following the scenario used with the two NYMT trolleys from Iowa, our Burro crane from Piffard, and the WAG snowplow from Troy, Penna. Norm Shaddick eased the #12 off the lowboy trailer and down our ramp again, using our trusty RG&E center-cab #1941.

By about 4:00 PM, the deed was done and the tractor trailer had left. Gerry Bertoldo arrived in time for inspection and closing up the loco cab for security.

Near term plans are a two-fold approach in parallel. On the one hand we are getting ready for a complete and detailed inspection and appraisal by David Conrad, hopefully in December; and on the other hand, we are doing a detail cosmetic restoration.

The preparation for inspection involves removing valve covers and cylinder heads, cleaning and opening smoke box and firebox, removal of throttle assembly, saddletank, jacket and boiler lagging. Removing the saddletank will require locating the loco so we can reach it with our 35-ton P&H crane, and

of course, disconnecting all plumbing and sand piping. Much of the pre-inspection work is already underway.

The cosmetic restoration includes replacing the front and rear pilot beams, running boards and front and rear pilot steps, rehabbing the cab windows and doors, rehabbing all cab appliances and backhead hardware, probably replacing the cylinder jackets and lagging, repainting the cab roof, and installing/securing whistle, bell, headlights and generator. A number of these tasks are being started. Gerald Bertoldo will be bringing us the whistle, bell, rear headlight and turbo generators, which he had earlier removed for safe keeping.

This steam loco compares performance-wise with our RG&E #1941 diesel center cab. Both are 45 tons weight. Both are rated 20,000 lbs tractive effort. The RG&E is 380 horsepower, and the Vulcan is 350 horsepower.

As this steam loco was operating until recently, and appears to be in good condition, we are hopeful of getting it to operate again for the Chapter and the visiting public. Assuming our forthcoming inspection does not uncover anything completely beyond our reach, there should be live steam and coal smoke in your future in a few years at most.

### *What Pop Cans Can Do!!!*

Meanwhile, many thanks to all you, and to Dave Luca and Jan Dittmer in particular, for our pop can fund that made it possible to acquire a near-operable steam loco for the Chapter and get it on the property. Stay tuned for work-in-progress reports to come!



## Double Clutch

As reported in last month's Semaphore, we suffered a total clutch failure on track motor car TC-#3 in mid October.

Within about two weeks Bob Mader and his helpers had the car off the track and jacked up, removed the clutch and transmission, installed a new clutch, had the car back together, and fully operational again.

Now is that service with a smile or what??

## Safety First

Work is under way to equip all of our locomotives with two-way radios, lanterns, fire extinguishers, re-railers, battery chargers, block heaters, pre-lube pumps, and car stops.

Our track motor cars carry two-way radios, first aid kits, and fire extinguishers.

Our cabooses will carry first aid kits and fire extinguishers.

Train crew members carry portable two-way radios.

We also have fire extinguishers and first aid kits in our major buildings.

Operations, safety, first aid, radio protocol and air brake basics will be taught over the winter.

## Switch Hitters

Dan Waterstraat and Scott Gleason have offered to spearhead construction of the next badly needed switch and siding. Dan has put together a detailed plan of attack for the project. We have all the materials on hand to pre-assemble Switch #8 for the lead track to our new restoration building. We can then crane it or slide it in to place just south of Switch #6 on Track #6. This project can be undertaken over the winter as weather permits so the switch is functional by spring. The switch would be a left hand #8 turnout using 80#/yd Dudley NYC rail.

## May 30, 1998 ? !

This is the date of the Chapter's Annual Banquet. Reserve it on your calendar!

## Trackmobile

Again after a long period of waiting and wanting, our wishes for a portable locomotive, or Trackmobile has been answered.

Through the generosity of the Kodak Park Railroad, we have received a Whiting 1959 Trackmobile.

Although the unit is not serviceable as received, we are hopeful of rebuilding it to run once again.

This unit originally belonged to Rochester Gas & Electric and was put into primary service at the former RG&E steam plant near the Mt. Read traffic circle, where it was used to move coal hoppers to the conveyor unloader.

Later it was moved to Beebe Station and then Russell Station, as a backup unit, again for moving hoppers.

Most recently it was used at Kodak Park to spot cars for unloading. We greatly appreciate the acquisition of this interesting and useful piece of motive power.

## Prime Movers On Hand

In anticipation of a number of projects we now have the following prime movers on hand:

Waukeshaw 6 cylinder gas, Detroit 6V-53 diesel, Continental 6 cylinder gas, Climax 4-cylinder gas, Wisconsin, V4-cylinder gas, Wisconsin, 1-2 cylinder.

Thanks to our Construction & Equipment people who have been rounding up these units. You will see them all put to good use in our projects.

## Generators on Hand

Through the efforts of many benefactors and volunteers over a period of time, we now have the following generator sets on hand to help us with current tasks and future programs: 3kw Bee gas, 4kw Craftsman gas, 5kw Miller gas, 6kw Onan diesel, 10kw Wisconsin gas, 50-kw Onan, gas.

These generators are already being deployed to our projects. We are looking for a larger generator 100-200kw diesel for a tag power unit for a trolley and a 200-300kw diesel generator to power our trolley overhead system.

## Redundancy Plus

We now have the opportunity to operate an all-Kodak double-header or an all-RG&E double-header.

We could also operate a two-unit lashup of center cabs, or yard switchers, or road switchers, or Alcos, or GE's!

We also have our choice of two backhoe shovels, 2 excavator shovels, 2 loaders, 2 P&H cranes on rubber, 2 bulldozers, etc.

We can also put together 2 four-cylinder track cars, 2 two-cylinder track cars, 2 push cars, etc.

While we're at it, how about 2 baggage cars, 2 RPO cars, 2 reefers (by the time you read this).

Surely we have been blessed this year by the generosity of so many. *It certainly is a season to be thankful!*

## Keep on Truckin'

More blessings! Through the generosity of Upstate Milk Cooperatives, Inc., of Rochester, we have recently been given a nice Diamond Reo 10-wheel diesel truck tractor and a nice International 6-wheel gas truck wrecker.

Thanks to Mike O'Meara, Chuck Strang and Ted Strang for making this happen.

We will be putting both units to good service on our property. The tow truck will be used to relocate the Rome grader, the Massey Ferguson tractor, and several other pieces of equipment. The truck tractor will be used, in conjunction with a low boy trailer, to relocate crawler equipment. It can also be used as necessary to relocate truck trailers and flat beds.

## What a nice Christmas!

## Wanted

- Low profile track jacks for re-leveling track and ballast tamping.
- Rear marker lamps for BR&P caboose.
- Skid steer loader, operating, Bobcat or equivalent.
- Diesel generator, three-phase ac, 480v, or 600 v dc, 100 kilowatts or larger.



## Thanks to ...

**George Knab** for use of 1-ton truck to support steam locomotive move.

**Jim Meade, Jr.**, for donation of air hoses, fire grates and hi-rail wheels.

**Gerald Bertoldo** for donation of saddle-tank steam loco in near operable condition.

**Eastman Kodak Company** for donation of Whiting Trackmobile.

## Construction & Equipment

*by Joe Scanlon*

The weather sure hasn't been anything to brag about for the last month and heavy equipment related activities have been slowed somewhat — but never stopped.

With a lot of clever help from our friend Gary Pitt of Mendon Enterprises, our P&H 35-ton truck crane has been brought from our Webster, NY work site back to the depot at Industry, the eager rigging crew, led by Art Mummery and George Knab helped put the boom together, and the 35-tonner stands proudly in the depot parking area with 75 feet of boom up in the air. The crane is set up, ready to work with a number of chores planned for this winter.

The crane's first chore was to pick a walk-behind mini forklift out of Joe Scanlon's truck and set it on the depot platform. Bob Mader immediately went to work on "Mighty Mouse" and had it operational a short time later. This machine will no doubt find lots of use around the depot. "Mighty Mouse" comes as a Christmas gift donation courtesy of Christa Construction Co.

On another front we have installed new safety glass in the cab of the 22-B Bucyrus-Erie backhoe which officially kicks off restoration efforts for this machine.

Winter plans are being made to refurbish the engine which has been removed from the lower unit of the Army truck crane. We also plan to re-organize our heavy equipment display area, now that LA&L Railroad has gone thru the area with their tie replacement program.

Naturally, there are more exciting developments out there for calendar year 1998, so stay tuned.

## Let the Trucks Roll!

*by Joe Scanlon*

The quality of our heavy equipment acquisitions took a giant leap during the month of November with the donation of two (2) heavy duty trucks thanks to the efforts of Mr. Ted Strang of the New York Museum of Transportation and the generosity of the Upstate Milk Co.

We are now the proud owners of a Diamond-Reo ten-wheel road tractor and an International Harvester R-200 heavy duty wrecker. Both of these units are operational and were driven in under their own power!

These trucks will no doubt give another big boost to our abilities to self-perform an entire spectrum of heavy duty chores that were previously only ambitious dreams.

Look out, world — here come the big trucks!

Many thanks to Ted Strang of our sister museum, the NYMT, and the kind generosity of Mr. Mike O'Meara & Mr. Chuck Strang, Upstate Milk Cooperative, Inc.!

★ Merry Christmas! ★  
Happy New Year!



## And More Thanks from the Construction Division ...

The Town of Henrietta Highway Department for donation of a maintenance manual on Hercules engines.

The Town of Clarkson Highway Department for donation of parts catalogs and manuals for Galion Rollers.

**Rick Ashmead** of Honeoye, NY for leads on heavy equipment.

**George Knab** for use of his gas engine air compressor for heavy equipment maintenance.

## Amtrak - the latest news

*by Jim East*

On November 13, 1997, the US House of Representatives and Senate passed the Amtrak re-authorization bill hours before they adjourned until late January, 1998. This bill has been sent to President Clinton who said he will sign it. The re-authorization bill provides funding for Amtrak operations and the continuing operation of the Amtrak system. Without this re-authorization, Amtrak would have gone bankrupt within 6 to 9 months. With the passage of this bill, 2.3 billion dollars becomes available for new and rebuilt equipment together with facilities upgrading throughout the system. By law, this 2.3 billion dollars must be used upgrading equipment throughout the system.

The response of citizens throughout the US was overwhelming in telephone calls, letters, faxes and e-mail to our government officials and was greatly responsible for the congress decision regarding Amtrak. A recent survey showed 69% of the people polled supported Amtrak and want the system to continue and improve.

In the Empire corridor, NYC to Niagara Falls, an 8% increase in passengers occurred in 1997. A group is writing Amtrak in support of additional trains from Albany to Niagara Falls for train #284, suggesting it run 7 days a week rather than 3 days with a daily departure from Rochester to New York City a 7 AM.

With the new Amtrak funding beginning in 1998, we are hopeful that new and rebuilt equipment will become available in western New York State within a year now the funds are available to do this.

## Couple jumps from train

On Nov. 24, an Ohio couple, returning from a funeral, jumped through an emergency window of an Amtrak train travelling at 55 mph. They were observed to be acting increasingly paranoid before the jump. The on-board chief of service attempted to stop one jump, but the man's coat ripped as the woman let go of the window sill. (*Van Wert Times-Bulletin*, Nov. 25, 1997)

## Videos tapes donated to library

William Heron, who writes numerous review articles for *The Semaphore*, has donated five video tapes to the library. Titles are: Vignettes of the Baltimore & Ohio, Vol. II (*see review below*); The Century of the New York Central, Part I; Movin' on Rail Video; Railroading with the Rio Grande; and Livingston Rebuild Center.

Once our Webster facility is, first heated, and secondly, organized, these plus many other publications now in storage should be available for your use.

### A Video Review:

#### VIGNETTES OF THE BALTIMORE AND OHIO, VOLUME II

A Video Tape from Clear Block Productions

Reviewed by Bill Heron

The ad for this tape said that, among other things, it "features coal trains on the BR&P near Punxsutaney, PA". That's what hooked me. I remember seeing Mallet type locomotives dragging coal through Bradford, PA while on a family vacation outing in the late thirties. Unfortunately, the BR&P portion of the tape amounts only to a brief segment.

The tape has three sections: a rather brief look at the Cumberland, MD-Grafton, WV portion of the "West End" line to St. Louis, an extensive look at the "Sand Patch" grade on the main line to Chicago and the afore mentioned smidgen on the BR&P. The footage was captured during the fifties, thus the picture quality is not as good as can be achieved today. For its time, however, the images are quite good.

The best thing about this tape is that it shows the B&O and steam railroading at what must have been their high water mark. The road bed always is heavily ballasted and very well groomed, even on the BR&P. Except on the BR&P, the locomotives are clean, bright and look very well cared for. In some cases they shine so brightly that they look fresh from the shop. In their day they were

representative of the best in heavy, modern steam power.

Almost all the trains pictured are freight, including such bygone items as cattle cars and outside braced box cars. There is no coverage of first line passenger trains such as the "Royal Blue". Among the locomotives pictured are 4-8-2, 2-8-8-2 and 4-8-8-4 types. There is a lot of pusher action, particularly on "Sand Patch". It must have been quite an experience to be in a caboose with two large steamers pushing right outside the back door!

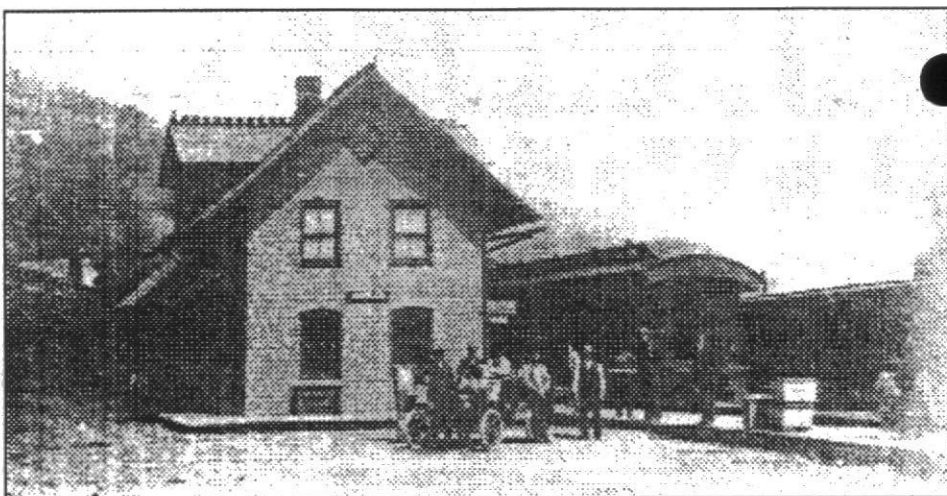
On the plus side, the tape provides some very good maps, most of which are augmented with grade profiles. On the minus side, the narration is very sparse. I'd like to have been given more information as to what types and classes of locomotives I was looking at. It isn't

easy to count wheels given the sharpness and lighting constraints present in this tape.

The narration did however, give me information about the BR&P which was new to me. In order to bypass "Sand Patch" and obtain a shorter New York-Chicago route, the B&O bought the BR&P and the Buffalo and Susquehanna in 1937. The idea was to link with the B&O controlled Reading at Williamsport, PA and then on to the CNJ, also controlled by the B&O. The depression, however, caused this plan to be abandoned and the BR&P remained a coal hauler from Pennsylvania to the Great Lakes.

This was an interesting tape to look at, but perhaps not a "keeper" for me. If the B&O is your "big thing", go for it; if you want BR&P, maybe there is a better source.

**MYSTERY PHOTO:** Where was this photo taken? (Answer on page 9)



### A Book Review

#### Railroads of Indiana

by Richard S. Simons and Francis H. Parker

Reviewed by Gale Smith

*[With your most recent NRHS Bulletin, you received a flyer for ordering this book at a special reduced price of \$39.95 - \$3.75 S&H from the National headquarters. This flyer was also enclosed in monthly mailings sent to chapter editors. Since my home was western Ohio near the Indiana border, I ordered it.]*

On the day of its arrival, I planned to scan it for a quick overview; three hours later the index was reached at 297 pages!

This book, published by Indiana University Press this year, is very up to date (1997). As a history of Indiana railroads from the first one in 1838 (Madison & Indianapolis Railroad), the authors have compiled information on every railroad in the state, including those that were operating in 1997.

The first 90 pages give an overview: from the beginning of the industry, thru expansion and consolidation, their hey-

(Continued on next page >>)

## Indiana (Continued from pg 6)

day, the transition period, up to their reconfigurations of the present day.

Sixty-eight pages cover the 15 major railroads, some of which just touch the corner of Indiana. The remaining roads are classified as follows: Historic Short Lines, Modern Short Lines, Belt lines and Terminal railroads (there were 27 of these!). Within these categories one finds mining, coal, converted interurban roads and even a military railroad!

Other chapters dwell on major abandonments, railroad towns and cities, notable bridges, tunnels, Pullman service, motor trains, special passenger services (commuters, joint operations, miners' trains), and nine personalities. Usually the one topic that most railroad books highlighting are disasters. There is a chapter on disasters: one and a half pages, concisely written and informative.

Each railroad is described from its beginning, any financial problems and shedding of trackage, to merging with other lines, or its abandonment, if it was so unfortunate.

The photos in the book are of historic type (meaning B&W, no color) and were selected to be representative of some aspect of each major railroad. Most occupy a quarter page, some a full page.

There were two features that impressed this reviewer. Each major railroad had a map of Indiana measuring 3x4.5 inches. On each map was detailed the county boundaries and all of the railroads in the state. Then for the railroads being discussed, its routes were emphasized, highlighting the major cities or junctions and also indicating the location of major shops or terminals. There were 23 such maps.

Flow charts detail corporate history of the roads as they were formed from predecessors (with dates of incorporation, mergers, or renaming). Also tables of major statistics are there.

At the end are 20 pages of "Notes" that support references in the main text, plus four pages of selected bibliography.

All in all, a worthwhile book for the reference shelf. And one that, in my opinion, could set standards for future

authors. It would be interesting to see this as the first volume of a whole series of books detailing railroads by each state in the Union.

Then one looks at the dust cover to learn about the authors. Mr. Simons has served as president of Indian Historical Society and vice-president of the National Railway Historical Society and is a journalism graduate of Indiana University. He also authored *The Rivers of Indiana*. Mr. Parker is a professor and former department chair of urban planning at Ball State University, authored *Indiana Railroad Depots: A Threatened Heritage*. He is currently on the Board of Directors, Whitewater Valley Railroad and owns a diesel locomotive. The five "W's"\* of journalism show throughout this volume.

\* Who, Why, When, What and Where

### Recent appearance of our rolling stock in print

The December 1997 issue *Railpace News Magazine* has two views of our rolling stock in action: 1) The Fall Excursion Train, and 2) Our 'new' EK #9 diesel pulling Erie C-254 caboose up the hill. In addition, there is a picture of Rochester Trolley Car #437 in its 'unwrapped' state, the latter being a recent acquisition of sister museum, NYMT. All appear in color, on page 44 from slides submitted by Chris Hauf.

And speaking of Erie Caboose C-254, it was used to illustrate the definition of 'caboose' in a recently published book "America Is So Many Words" by David K. Barnhart and Allan A. Metcalf, published by Houghton Mifflin Co. of Boston.

Guess we are 'getting around'!

### Year-end Tax Planning?

Over the past month, your mail probably has been 'flooded' with requests for donations to various organizations.

If you have any excess(?), after your favorite charities, then consider a contribution to one of your Chapter's funds. Among them: Restoration Building, Window Replacement on Car Fleet, Reefer and Caboose Moving, and General.

Mr. Ira Cohen, Chapter Treasurer, 8 Karen Lee Dr., Rochester, NY 14618, will gladly acknowledge receipt of your contribution.

### Three Membership Participation Programs

Three Membership Participation Programs are planned for the upcoming winter meetings.

The **January 15** program will be a Membership Participation **Video Night**. Bring your favorite personally shot railroad related video (select a 5-15 minute segment, please). A video projector, screen VCR and speakers will be provided.

The **March 19** program will be a Membership Participation honoring the **Greater Rochester Area Traction History**. Bring your favorite slides, movies (8mm or 16mm), photos and/or other memorabilia to exhibit that highlights the greater Rochester era. Projector, screen and exhibit tables will be provided.

The **May 21** program will be a Membership Participation **Slide Night**. Bring your favorite railroad slides (select 5-15 minute segment, please). A projector and screen will be provided.

Start planning now if you want to participate in any of these programs. Contact Jack Matsik if you plan to participate (home phone: 442-6269, work phone: 422-8811, or E-mail address: Jack\_Matsik@wb.xerox.com) so each Membership Participation program can be organized. Thank you for your cooperation.

### Heron's review appears in Golden Spike

The Promontory Chapter, NRHS reprinted William Heron's review on the "Sierra Madre Express" in their *Golden Spike* newsletter in its entirety.

Your editor is in 'cloud nine' to have a *Semaphore* article reprinted in another chapter's newsletter. It means it gets read outside of our membership AND gives an opportunity for our contributors to share their knowledge or experiences with others. Thanks, Mr. Heron!



## Here & There

(Excerpts from other newsletters)

**Genesee & Wyoming** plans to lease and operate 20-mile Corpus Christi, Terminal Railroad in Texas. G&W has one Class 2 railroad: Buffalo & Pittsburgh and eleven Class 3's: Genesee & Wyoming, Rochester & Southern, Dansville & Mount Morris all in western New York; Bradford Industrial, Allegheny & Eastern, Pittsburgh & Shawmut in Pennsylvania; Louisiana & Delta in Louisiana; Willamette & Pacific, Portland & Western in Oregon; Illinois & Midland in Illinois; and GWI Switching Services in Texas. G&W also controls three Class 3 carriers in south through ownership in Rail Link: Carolina Coastal Railway; Commonwealth Railway, and Talleyrand Terminal Railroad. [TRAINS online via *The Lake Shore Timetable*, Nov 1997]

**The Knox & Kane** railroad has received a \$209,000 grant to upgrade trackage between Clarion Junction and Mt. Jewett, PA in attempt to raise track speed to 25 mph [News & Views via *The Lake Shore Timetable*, Nov 1997]

**Library for Railway Mail Service** is at 12 East Rosemont Ave, Alexandria, VA 22301. This collection of materials pertaining to railway mail services was started in early 1950s by Bryant Alden Long, author of "Mail By Rail". The growing collection passed through several hands, and from Florida to Virginia. The present facilities of 20 by 40 feet has eight filing cabinets and over 325 feet of shelving. Dr. Frank R. Scheer is the present overseer and welcomes all types of materials pertaining to this subject. He will also answer queries. [Originally from Rappahannock Chapter Mail Pouch via *The Gondola*]

**Ontario Northland Railway** recently introduced a car designed to transport canoes. A bulkhead flatcar chassis was refurbished with racks for up to 18 canoes. Charge is \$32.10 per canoe. [Rail & Transit, June-July, 1997, pg 9; article shows plans and photo.]

**See YOU at the  
Annual Year-End Party on  
January 3, 1998???**

## Another Interview

### James East



Jim's interest in railroading began as a boy with model trains. Jim's father worked as a commercial accountant at General Railway Signal Co. until 1955 when he passed away. In 1957, Jim went to work for General Railway Signal Co. in the construction department as a field clerk and spent 10 months in New Hampshire working for the Boston and Maine RR installing CTC signaling. In 1958 after marrying his high school sweetheart Dianne, they moved to New York City where he worked as an application engineer and field clerk for the New York City Transit Authority installing signaling in the subways. He lived in New York from 1959 to 1962 and had two sons born there. In 1962, Jim returned to the Rochester Office where he worked designing signal systems in the application engineering department for General Railway Signal.

### Temporarily Away?

'Address Service Requested' appeared on the address panel of the November issue. About every six months we will do this to verify our ZIP codes.

When we receive the notice: "Temporarily Away", it costs the Chapter \$.32, and you still do not receive that issue of *The Semaphore*! As it is mailed at Non Profit bulk mail rates, it is not forwarded.

In late 1963, Jim went to work for Eastman Kodak Co. in the film testing division as a quality technician and retired from Kodak in 1991 from the emulsion coating division after 27 years at Kodak. During these 27 years, he had a third son and a daughter born in Rochester. Jim and Dianne have been married 40 years and have four children and 13 grandchildren. They have resided in Fairport for the last 11 years.

Although most of his employment was spent in non railroading jobs, the railroad interest always remained with him. He joined the Rochester Chapter in 1988. During the 1980's, Jim and Dianne tour guided four Caribbean cruises for groups as a part time job. In 1990, he volunteered to tour guide chapter Amtrak trips and he and Dianne have tour guided chapter sponsored trips to New York City, Montreal, Washington, Williamsburg, Boston, Maine and three two-week across the USA rail journeys. In May of 1998, he and Dianne are tour guiding a 16-day circle the USA rail tour.

Jim's interest in railroading is in passenger rail service and he is a great supporter of Amtrak. Jim helps at the Depot as a tour guide in the summer. During the fall season, he volunteers to find people to staff the chapter's train set in Sodus and as a car host on the chapter's fall foliage trips. He enjoys dressing up as a conductor and meeting people on the train.

In the 10 years that he has been a member of the Chapter, Jim states: "I'm so proud to be a member of a group of people with so many participating in the many complex operations of the Chapter and our Museum."

If you are a 'sun-bird', ask your post office to retain all of your mail. Yes, that means 'junk' mail, but hopefully you do not consider *The Semaphore* junk!

### Address Correction?

If you move, or your address is incorrect, notify: Dan Cosgrove, 48 Hillside Dr., Spencerport, NY 14559 (716-352-6931). Dan maintains the mailing list.



## NRHS NEWS

**All incumbent officers** were re-elected as they were running unopposed. William M. Mathews of Pottstown & Reading Chapter was elected Regional Vice President for Eastern Region.

**Lease of Philadelphia office**, which was for five years, will expire in 1999. The landlord has offered to extend the least for 3 years with a yearly saving of \$2,856 over the present lease. A search committee is looking for possible new facilities.

**Rail Camp Pilot Program** was approved. This program at Steamtown will take place during the third week of July, 1998 and projected to include thirty to forty 9-12 graders. The program is being sponsored by NRHS, Steamtown and the University of Scranton, who would feed an house the students. The Pottstown & Reading Chapter is considering sponsoring one of their members and it is suggested that other chapters be encouraged to do likewise.

**Bylaws changes** being proposed. They will be acted upon the Board of Directors and then ratified at the Annual Meeting of Members in Syracuse in July.

**Finances:** Comptroller Bob Heavenrich reported that fiscal year look good, and should finish the year with a net gain.

**Arizona Chapter** was reinstated.

**Bulletin #5** is at the printers. Editor Frank Tatnall is urging chapters to submit their chapter activity reports for Bulletin #3/98.

**1998 National Convention** will be hosted by Central New York Chapter in Syracuse on **July 8-12, 1998**. Some of the original plans had to be changed as result of Conrail breakup.

**Charge Cards:** Mentioned was that the Intermountain Chapter recently started accepting charge card payments and the Lancaster Chapter has being doing so for some time.

Our Bob Miner noted that over 40% of the ticket orders for the Fall Excursion

trips were paid for by Visa or Master Charge. This method no doubt made this past fall trips the best yet. The Chapter started accepting charge cards about two years ago. Not only are they accepted on trips, but also for NRHS stores and the gift shop at NYMT.

**"Recommended Practices for Railway Museums"** is a 24-page report issued by the Association of Railway Museums, Inc. (ARM). A copy of the report can be requested from the association at P.O. Box 370, Tujunga, CA 91043-0370. The National requests that you mention that NRHS Headquarters brought the manual to your attention.

NYMT is a member; the R&GV RR Museum is not.

Lancaster Chapter National Director **Dennis Allen is now Director of Membership Development** Vice President Bob Pinsky was the previous director and asked to be relieved so that he could concentrate on other NRHS activities.

\*\*\*\*\*

The "News" Editor was disappointed that 1) more emphasis was not placed on the Rail Camp Program in recent chapter newsletters (we mentioned it in the November issue), and 2) that not conveying to chapter members other items that are sent to editors on a monthly basis.

Your editor attempts to summarize the major highlights from these mailings for *The Semaphore* readers. Of course, what is major is open to interpretation!

### Mystery Photo Identification

The mystery photo, submitted by Ralph Wulff of Canadaigua, was taken in 1908. It appeared in the June 26, 1997 issue of Canadaigua's *The Daily Messenger* from the collection of Ken Woodard of that city. It is the Lehigh Valley Station in Naples, NY. Mr. Wulff noted that "most people don't know Naples, NY had a railroad (dead-end there). It came down from the valleys from Geneva and not over hills of Bristol." (*Mr. Woodard and The Daily Messenger granted permission for publication.*)

### Two years from now ...

As a member of the Theatre Historical Society, your editor just learned that this Society's National Convention will be headquartered in Rochester in the summer of 1999.

From past experiences at attending these conventions, there are a number of attendees who are train and trolley 'buffs'.

Two years from now, based on our present rate of accomplishments, our Chapter and NYMT should be able to provide an 'extra' plum for these conventioners.



### Editor's Corner

By the time you read this, that wood reefer car mentioned in previous issues should be on R&GV RR Museum tracks. Then not too far in the future another reefer car should arrive. Both are from the Buffalo area.

The Pennsy NC-5 caboose, is now officially ours. Chris Hauf will be organizing a work group to go to Pennsylvania to secure it for the winter and other preparations for its future move.

Rand Warner, after so many years, has fulfilled one of his two major 'dreams' -- acquiring a steam locomotive. And better yet, it may become operational with a minimum of work, and it fits our facilities. (Several years ago, we were asked if we were interested in a Texas steamer. That one have been a 'static display' -- even if we could have gotten it to our facilities.)

Rand's other dream? Well it is nearing fruition, but you will have to wait until the final "i" is dotted. Unlike some computer software companies, we don't announce 'vaporware' -- only the actual, final product!

I wonder if we have any local teenagers interested in the Rail Camp Pilot Program? Might be a good investment for the Chapter; we certainly have enough projects to work on.

*Happy Holidays!*



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#### 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:** Charlie Harshbarger, Chris Hauf, Steve Oagley, John Redden, Joe Scanlon, Rand Warner,

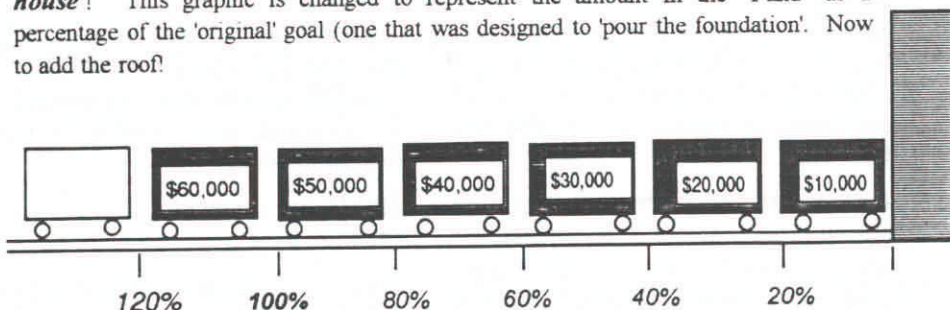
#### The Semaphore Staff:

*Editor:* Gale Smith  
*Printing:* Dave Luca

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

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

Rochester Chapter

National Railway Historical Society

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*Happy Holidays to..*