

The Semaphore

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

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Volume 40, No. 5

Program for January 15:

Membership Participation Night:

**** Video Night ****

Bring your favorite personally shot railroad related video (select a 5-15 minute segment). A video projector, screen, VCR and speakers will be provided.

For further information, call Jack Matsik at home: 442-6269; work: 422-8811; or E-mail address: Jack_Matsik@wb.xerox.com).

Other scheduled Membership Participation Nights are:

March 19: Greater Rochester Area Traction History. Bring your favorite slides, movies (8 or 16 mm), photos and/or other memorabilia to exhibit that highlights the greater Rochester area.

May 21: Slide Night. Select and bring your favorite railroad slides.

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

High School Math?

A pedestrian - taking a shortcut - starts across a 700-yard long trestle from the South. When he has walked halfway, a train going 60 miles per hour enters the same trestle from the North. Exactly how long does the man have to think about how stupid he has been?

"Always Expect A Train"

OPERATION LIFESAVER

(Lake Shore Timetable, Jan 1998)

Happy New Year & Best Wishes for 1998!

What A Nice Christmas

Anonymous Donor Gives Stock Valued at \$20,000

Our Building Fund has received another major donation - from another different anonymous donor! This donation of appreciated stock to the Chapter is worth about \$20,000 to our Building Fund and puts our total up to about \$85,000 as of year end.

Talk about faith and dedication and commitment !!!

Thank you very much for such thoughtful generosity.

RW

Congratulations to Our Graduates

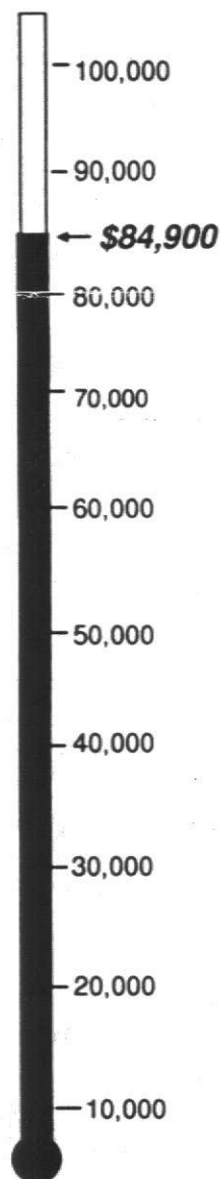
The following Chapter members, having graduated from the Rochester & Genesee Valley Railroad Museum "School of Hard Knock," have all gone on to professional railroad careers around New York State and are now fanning out across the country:

Jeff Baxter
Jeff Bochman
Mike Dow
Peter Gores
Bob Hoffman
David Monte Verde
Bill Reid
Chuck Reidmiller

Our best to you for 1998 in your wide-spread railroad endeavors.

RW

Restoration Building Fund



Library Chairman Report

Charles Robinson, Chairman

Thanks to the generous support of many members our Webster Library is now nearing completion and should be ready soon for stocking with rail books, periodicals and other items. We will be shortly contacting members who have expressed an interest and who have attended library committee meetings for another get together to discuss operational issues such as cataloging, shelving allotment, access to materials and staffing when the library is opened. Others who wish to be part of this effort, please contact Charles Robinson at 716-377-4245.

Because of concern of climate control in the Webster facility, photographic materials storage will continue in the NYMT building because of the more even temperature range throughout the year.

Work is proceeding on restoring the heating system in the Webster building. The library is temporarily being heated with kerosene space heaters. Thanks to efforts of Bill Limburg, Dave Luca, Bob Miner, and Stephen Oagley almost all the book shelves are in place, the bookcases leveled on the uneven floor and the cases securely fastened to the wall. Don Shilling has also contributed to this effort as well as supplying appropriate pictures for hanging on the walls. He donated a much needed table for the library as well. Some member has also supplied some needed fluorescent lighting. Additional lighting is needed.

This brings to mind other library needs. We need a few more lighting units for the track lights in the library. The current two light tracks use an obsolete system based upon two track contacts with ground riding on the bottom surface of the track. Currently available track units use three track contacts with the ground contact inside the track. Perhaps some member may have some of the older units that are no longer needed that we can use in the library.

Another concern is obtaining curtains for the windows to obscure the interior so would be "explorers" cannot case our facility from the outside.

I join the rest of our members in expressing appreciation for all the effort that has been donated by those who have so generously prepared the library for our use.

Leadership Development

One of our Museum's greatest strengths is our very strong leadership.

This leadership is evident at the task level for many challenging tasks. It is evident at the foreman level and the project level. It is also evident at the functional level and overall level.

We are fortunate indeed to have so many good leaders throughout the organization.

We are even more fortunate to have the luxury as well as the assured future with many new leaders developing and with good leaders at all age levels. This is the sign of a healthy, strong and growing organization with a great potential.

It is a source of considerable satisfaction, peace of mind, and pride of participation that we are so blessed that we know we have new generations of strong leadership coming along, and many instances of new leadership levels already in place.

All of us as leaders should be identifying, training, and developing our replacements. For the good of the organization, and for the good of the individual, no one should be indispensable. If you are indispensable, then you have stagnated your own future as well as that of the organization.

Keep on doing what you're doing! *RW*

Calling All Scouts

We have been approached by Bob Cone, who is an Assistant Scout Master in Victor, 924-5508, in regards to the Boy Scouts Railroad Merit Badge, for which he is a counselor. He also knows the other counselors for this Merit Badge around Monroe County.

Seems like a real opportunity for our outreach efforts to tie in with a worthy endeavor for the benefit of the Scouts, the public and ourselves.

Membership Report

Chris Hauf, Chairman

Chris has processed about ten new members as result of his active member enrollment program. Because of the Holidays, work commitments and preparing for the year-end party, he will submit his report next month.

Remember to renew before February 1 to receive your Chapter discount!

Condolences

Thomas R. Mundrick

Our sympathies to Lois, his wife, and his family. He passed away on December 18. Contributions may be made to Visiting Nurse Foundation/Hospice in his memory.

Tom was a telegrapher, station agent and signal tower man on NYC's Syracuse and Pennsylvania Divisions.

Among Tom's Chapter activities was assisting with the mailing of *The Semaphore*.

Daniel W. Tomlinson

Our sympathies to the family of Daniel Tomlinson who passed away in December.

Daniel was Treasurer of the Rochester Chapter in the late 1980s for about five years. He was a very active member with service on the Store Committee and made several donations to various projects.

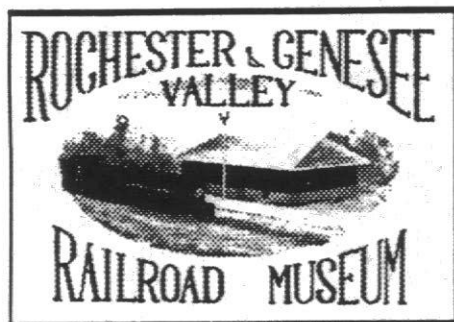
May 30, 1998 !

Chapter's Annual Banquet. Reserve it!

It is not hard to imagine Boy Scouts working on the Railroad Merit Badge to be linking up with our Museums, Operation Lifesaver, and public service projects. We could even feature it on our Web Site.

If you were a Scout wouldn't it be exciting to take a turn as an assistant car host on our Excursion Train or a Tour Guide at our Museum?

If you are interested in this project, please call Dave Luca, Rand Warner or Bob Cone direct. *RW*



Rand Warner, Manager, 425-8587

Editor: Unless there is another byline, Rand contributes all the articles under this banner. However, in this issue, some of his material appears on pages 1 and 2; they are so indicated with: RW

Take Prudent Risks

Nothing worthwhile is ever achieved without taking some risk.

Every accomplishment at our Museum involved taking some risks in dealing with some uncertainties.

As responsible leaders in our Museum organization, we use some care to take prudent risks so as to not unduly jeopardize the organization. We also consider as many of the available options, as possible in a given situation and try to cover for at least foreseeable contingencies.

The strength of an organization can, to a considerable degree, be measured by the degree to which its members are willing to risk themselves for the organization.

As measured by the commitments our members and benefactors have risked in the name of our Chapter and our Museum, we are blessed indeed, and our organization is stronger than ever as we enter into 1998.

Thanks for the part each and every one of you have had in our collective risk taking based upon our individual time, talent and treasure.

Freight Department

We now have on our Museum property a real gem of an all-wood bodied FGEX reefer.

Thanks to a year's work by Freight Supt. Chris Hauf and his helpers, the car was located, traced to its owners, acquired, cleared and rehabbed for removal, extricated from a thicket of brush and a pile of rubble, and moved to Rochester by Silk Road Transport.

The car arrived on Friday 12 December at our Rochester & Genesee Valley Railroad Museum, where it joins our all-steel MDT reefer to make up our first ever fruit block extra.

The car has thickly insulated walls, a metal roof with hatches, and split wooden doors. Most of the wood is in remarkably good condition, considering the car has been outside and last saw fresh paint probably in 1950's.

We look forward to getting this car cosmetically restored on the outside as winter weather allows. We need to replace a few boards, cat walks, steps for stem winder brake wheel, etc. The car moves OK on its wheels and the brakes are functional.

Thanks for a great period piece to add to our collection! Merry Christmas and Happy New Year.

Motive Power

Motive power activities have included relocating all engines for access to power outlets, for battery chargers and/or block heaters to permit winter start-ups.

Antifreeze in the GE center-cabs and the Fairbanks-Morse has been checked for winter protection.

Dan Waterstraat has built two very nice portable battery chargers, so now we should have enough to cover all locomotives independently.

EKC #6 and RG&E #1941 have had fuel tanks topped off to support winter operations.

Steam Progress

Since receiving our first steam loco on Tuesday, 4 November, much progress has been made in preparing the locomotive for a detailed inspection by Dave Conrad.

Exterior sand piping on the saddle tank has been removed, as have running boards and footboards. Firebox and smokebox have been cleaned. Boiler tubes have been brushed. Plumbing to saddle tank has (finally) been disconnected. Cylinder heads and covers have been removed, as have valve chest covers and heads. All plugs have been removed from saddletank and firebox areas. Backhead hardware has been removed and inspected.

Now we can pull the steam dome and saddle tank off and then make access for a contractor to remove the boiler and cylinder jackets and lagging.

At that point we are ready for a detailed external and internal inspection to find out with some certainty what is required to make the loco operational again. Then, we can determine what additional resources will be needed.

Virtually every one of our Museum volunteers has had a hand in this steam loco project and that's the way we want it!

Salesman of the Month

(Probably the whole year!)

Joe Scanlon has succeeded in selling our "Dial-A-Mix" concrete unit to the highest bidder and "the check is in the Mail" - in fact we have the deposit in the Chapter Treasury now.

The balance will come when the unit is picked up for delivery by the customer.

Meanwhile, we have another good job for our 35-ton P&H crane - picking the Dial-A-Mix unit off the truck chassis to which it is currently mounted.

Proceeds from this sale will be reinvested in our construction equipment fleet in terms of needed repairs, painting of units in authentic colors, and upgrading our DM600 Mack to a multi-purpose, heavy duty vehicle.

"Have Depot - Will Travel"

In a "first-of-its-kind" move on Saturday, December 27, the former Rochester, Lockport & Buffalo interurban waiting room was relocated for the Year End Party.

This move, supervised by George Knab, initiated two new pieces of equipment. First the building was moved on a portable steel frame with wheels at one end, devised and built by George Knab. Second the building, on the frame, was towed by our new International wrecker, piloted by Charles Harshbarger, our over-the-road driver.

The building was moved from the parking lot, on the west side of LA&L, to just east of the *Pine Falls* on the crushed stone.

By clearing the parking lot we can grade it and stone it to make it more serviceable.

There's getting to be fewer and fewer things we can't do for ourselves as our fleet expands

I wonder where the waiting room will move to in the Spring ...

Wanted

Low profile track jacks for track ballasting and cross leveling and super elevating curves

80# Dudley NYC and 90# Subway heel blocks for reinforcing the outside rail on our tightest curves.

Track liners for taking out kinks in track so curves are even and tangents are straight

Brooms and dust pans for all our Museum display cars and display buildings.

Blue flags to clamp onto track rails. Car stops for rail ends

Portable car stops or skates

Skid steer loader.

Diesel generator set, 100kw or more, for tag power for trolley

Diesel generator set, 200kw or more, for substation for trolleys

Thanks to ...

Tony Leib for five New York Central transfer files.

Charles Harshbarger for another new file cabinet for tool car.

Dick Bean for timber tongs.

Gale Smith for all kinds of tools, material, hardware and supplies for *Pine Falls* restoration.

Dave Luca for a fine pair of caboose marker lamps.

Bill Blasei for offer of donation of several tons of soft coal for our steam loco.

Dan Waterstraat for locomotive battery chargers.

John Kernan for information on B&O baggage car.

Lehigh Valley 211

History and Notes

by John Redden

BUILT: Alco-GE built this engine in December, 1953 as Pennsylvania Railroad 8445, a 1600 h.p. model RS-3. It was one of only five RS-3s built with both dynamic brakes and a steam-heat generator, hence the high short hood.

RENUMBERED: In 1966 it became PRR 5569.

MERGED: In 1968, the Pennsylvania and the New York Central merged, and the unit became Penn-Central 5569.

RETIRED: During 1969/1970 Penn-Central retired the 5569.

PURCHASED: In 1970, the Lehigh Valley bought the 5569, and renumbered it the 211. At this time, the engine was painted maroon with yellow, black, and white trim. The Rochester Chapter, NRHS has restored the unit to this paint scheme.

REPAINTED: Circa 1974, it was repainted by the Lehigh Valley to a bright red paint scheme.

MERGED: On April 1, 1976, Conrail was formed by merging the Lehigh Valley with several other railroads. Conrail renumbered the unit 5487. This number can be seen today, stamped in the frame of the engine, near the steps on the northwest corner.

RETIRED: On January 24, 1979, Conrail retired 5487.

REBUILT: During the Summer of 1979, the unit was rebuilt by Conrail at its Altoona, PA shops. The original

Alco diesel engine was replaced by a 1200 h.p. General Motors V-12 engine. The Lehigh Valley red paint was replaced with the standard Conrail blue with white trim. It was placed in service in August 1979, as Conrail 9920.

STORED: In 1981, Conrail stored the 9920, and later retired it.

PURCHASED: In 1986, a consortium of Rochester-area railfans purchased the 9920 from Conrail. They leased it to the newly-formed Rochester & Southern Railroad as locomotive Lehigh Valley 211. It remained in Conrail blue paint, however.

DONATED: In December 1987, the LV-211 Associates donated the locomotive to the Rochester Chapter, NRHS. It returned to the Chapter Museum in April 1988.

REPAINTED: IN August 1990, the Rochester Chapter NRHS sandblasted and painted the engine to its early 1970s livery as Lehigh Valley 211. During the sandblast process, portions of all of the previous paint schemes (noted above) were uncovered.



Here & There ...

Info desired

John Ham, a historian and modeler of the Ulster and Delaware Railroad, is looking for information on NYC Class Fx 4-6-0s #21-41 (1932-1936) and #800-818 (1936-1948). His address is: 608 Schoharie Ave., Hunter, NY 12442 or phone (evenings) 518-263-4661.

Train Tours

A retired railroader of 27 years, Chris W. Skow and his wife have been running Trains Unlimited for the last 14 years.

He sent the 1998 tour brochures listing ten tours for western US, Alaska, Russia, and South America.

A brochure is available by calling 1-800-359-4870 (Fax: 530-836-1748). Also a promotional videotape is available. The address: Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122.

Mary Hamilton Dann continues research on LV

Mary spent the 2nd week of October at Jim Thorpe (Mauch Chunk), PA, where she collected visual and historical material relating to the Lehigh Valley Railroad -- in the place where it all began. After being given special access to the Mansion of Asa Packer, founder of the Lehigh, she later acquired a rare collection of color photographs of the ornate interior. Since photography inside the Mansion is currently prohibited, the 1988 set of photos is particularly valuable. The Mansion has been designated a National Historic Landmark.

Mary also took numerous snapshots of Lehigh territory in addition to those taken within the village.

Ohio State Limited a success.

Mad River & NKP Railroad Society of Bellevue, OH successfully completed their first Amtrak charter train: The Ohio State Limited, in September. The trip was an overnigher starting in Cleveland and turning around in Cincinnati. The 2-engine train contained 11 cars and hauled 467 satisfied passengers.

This museum society runs a number of trips each year, but this was their first one chartering the whole train.

(Last year, East Rochester chartered an Amtrak train for a East Rochester to Albany and return trip. It was a sell out and highly successful according to Steve Oagley who went on this excursion.)

GVT rescues oldest EMC switcher

(Editor: Since this article has a local connection, I wanted to highlight it earlier than this, but misplaced the Trains, September issue until I cleaned off the desk!)

Lackawanna 426 was one of two prototype diesel switchers assembled at General Electric in Erie, PA, on contract with the emerging Electro-Motive Corp. whose plant was just being built. It joined the DL&W roster in 1935, assigned to Scranton. DL&W retired in in 1946 after which it made the "rounds".

In 1995, it arrived at the Delaware-Lackawanna RR, a short line of Genesee Valley Transportation (of which Chapter member David Monte Verde is President of both roads). 426 is back "home" in Scranton and is being restored. (*Trains*, Sept. 1998, pages 52-53.)

A Video Review

Overnight at Franz - An Algoma Central Railway Autumn Adventure

A Video Tape from Good Medicine Books

Reviewed by William Heron

This tape was produced ten years ago during the fall of 1987. Perhaps some of the things in it, while correct as of 1987 may no longer be true. Thus, in viewing it today, our mind set needs to be more focused on history than on present day reality.

This production is the work of noted railroad photographer Adolf Hungry Wolfe and his son Okan. While the photography itself is generally first class, the images on the TV screen leave something to be desired. The colors seem pale and washed out. Granted, some of the photography was done in the rain. Yet, even where good sun light is evident, the expected bright, well saturated hues are missing. There also is some lack of sharpness. Maybe there

was a problem in transferring and reproducing the images to video tape.

But don't let that scare you off. The Algoma Central was an interesting railroad in 1987 and the Hungry Wolf pair did an excellent job of covering it. It certainly must have helped that they clearly seemed to be on excellent terms with Algoma Central officials and workers. As the tape reveals, in 1987, the Algoma Central was a very interesting line with its own set of unique characteristics and attributes.

The Algoma Central Railway basically is a north-south line that runs from Sault St. Marie, Ontario to Hearst, 296 miles away. The purpose behind its construction, begun in 1899, was to permit the output of various iron ore bodies to be moved toward steel mills. There is an important branch at Hawk Junction, a little more than half way from Sault Ste. Marie to Hearst. The branch goes to Michipicoten on the north shore of Lake Superior. Near the end of the branch there is an iron ore processing plant which generates many loads of processed ore, a major source of revenue for the railway.

For tourists, the major attraction of the Algoma Central is the Agawa Canyon, a very scenic area, to be seen only via rail in 1987. Tourist trains, operating from Sault Ste. Marie to Canyon station account for one of three major income producers for the line. One of the other two is regular passenger service, the only link to the outside world for people living in the remote landscape along much of the line. The third is freight, a lot of ore as well as general commodities including building materials, supplies of food and fuel and such things as appliances.

For me, two of the most interesting views in this tape are the 1550 foot high bridge over the Montreal River and the diamond at Franz, where the main line of the Canadian Pacific crossed the main line of the Algoma Central. Overall, I consider this tape a good value. It does a good job of preserving a record of a hard working, purposeful railroad operating in generally attractive country and possessing an unusual blend of services.

Moscow Express, A true story

by Victor Parmenter

It was May of 1945. The war in Europe was over. We were stationed at an airfield near Grosseto, Italy, a division point on the main west-coast railway, about half-way between Pisa and Rome. Nick and I had hitch-hiked into the center of Grosseto from the olive groves on the mountain near Roselle where we were billeted. On this lovely warm night in May, we had wandered around town for awhile and finally ended up at the main railway station. Not much was going on at the time — possible a freight going north toward the Po Valley or another coming down from Genoa or Livorno. The station agent was friendly and what's more, he spoke quite fluent English. We learned that he was a former New York Central employee who had been stationed at Utica, New York. He told us that there was a Russian hospital train on its way south with evacuees from the Russian front going to the Naples area for R and R for the wounded. He told us that it would arrive in Grosseto in about two hours.

Suddenly, a light blinked on in my head. I said to Nick, "Let's go get our gear and catch that train to Rome tonight." Nick was agreeable, so we hitch-hiked back to our tents in Roselle, about three miles from the center of town over the roughest road you can imagine. The Germans had held the high ground behind and above the olive groves where our tents were set up and they had machine gun platforms at frequent intervals up that hill, the top of which was decorated with an ancient round Roman fort. The gun platforms overlooked the main road from Grosseto to Roselle, a hamlet slightly inland from Grosseto. Also, the Germans had planted Teller mines every twenty-four inches or so. The road was pockmarked with two-foot square patches which made riding in a GI truck slightly less than comfortable. Hitch-hiking was no problem during the war. Most of the GI trucks which came along would stop and pick up uniformed soldiers. The one exception was the French in North Africa. They were riding along in jeeps made in the USA,

wearing clothing furnished by our government with their noses in the air and never lowering themselves by giving a lift to a lowly GI. The colored fellows were the most cooperative — they would almost never pass you up, unless they were driving with an officer in the vehicle.

We gathered up some necessities in our musette bags, along with as many cartons of cigarettes, soap and candy as we could muster, since these could be traded for Italian lire on the streets of Rome. The fellow in our tents were suspicious of what we were up to, but we took off without telling anyone exactly where we were going. The war was over and we were sick of being passed over for a chance to go to Rome.

The day before we left, the staff sergeant, a little short redneck from Arkansas, had been out on the airfield trying to get somebody to take a pass to visit Rome. I was working in the office out there but he never came near me. Most of the fellows had been to Rome several times and didn't want to go there again. This was a very old bomb squadron which had been involved in the early fighting in North Africa in 1942 and they were somewhat cliquy. The top sergeant was a decent fellow and probably would have given us passes, even that evening, but I doubt if he would have approved of our riding a Russian hospital train down the Italian peninsula. We were Air Corps and would be expected to fly into Rome. It was nearly dusk when we again arrived at the main station, but the hospital train had yet to show. When it came down from the north, Nick and I walked the whole length of the train on the ballast listening to the jabber in Russian of the many soldiers who occupied the eight or ten lighted cars at the rear. The first three coaches next to the engine were dark and we thought they were possibly reserved for officers. After looking the train over thoroughly, we took the bit in our teeth and climbed on the first dark coach, walking through the other two as well. No one was in any of the first three coaches — no officers — no nothing. So we picked out a likely looking compartment and slid open the glass

door. These evidently were either second or third-class coaches as the seats were contoured, but made of wood slats. Nick took one bench and I the other, put our musette bags under our heads for pillows and went to sleep. We weren't sure whether we would be kicked off the car or not, but what the heck — nothing ventured — nothing gained. Sometime during the wee hours of the morning, a couple of Italian trainmen appeared, held their lanterns up to the compartment glass and said, "Americani - -Americani". They left without disturbing us. The rest of the night was uneventful, except for the motion of the train. I'm sure I didn't sleep very soundly and I don't think Nick did either.

About 6:30 the next morning the train pulled into a yard on the north side of Rome. Not knowing the exact destination of the train, nor if they would stop anywhere else in Rome, we decided that discretion was the better part of valor and we prepared to disembark as soon as the train had slowed down sufficiently. I can't remember now whether they actually stopped or were moving very slowly when we left. Anyway, we soon found our way out of the yards and crossed the Tiber by the celebrated Sant'Angelo bridge leading to the famous Castel Sant'Angelo which was built by the Emperor Hadrian as a mausoleum for Roman rulers. Thus the triumphal entry of two AWOL American soldiers into the Eternal City!

After three days of sightseeing, going to shows and roaming around, we decided that it was time to head back north to our outfit, the 67th Bomb Squadron, 47th Bomb Group, 22nd Tactical Air Command. We sought out the same yard from which we had disembarked and were lucky enough to find a freight train standing there headed north. Upon inquiry, we found that they were going beyond Grosseto and would let us off there. So up we climbed into the cab and with a cheery "Buon Girono" to the engineer and fireman, proceeded to put on our GI coveralls over our uniform. We stayed in the cab but out of the way of the crew while they got the train under way.

(Continued on next page)

These men, while probably competent operators of the former Italian electric motive power, did not understand the operation of steam locomotives. Before World War II, Italy was reputed to have the longest electric railways in the world. This locomotive was one of the famous "Gypsy Rose Lee's" stripped down versions of a standard American locomotive (I believe they were the 2-8-0 Consolidation type). All unessential items were removed to make their manufacture quicker and to use less wartime material. Only necessary items remained which had to be included for the locomotive to function. These engines were made in quantity by various manufacturers and shipped to Europe and the Far East for use behind the lines to restore some semblance of order to the bombed-out railways supplying the fighting forces. As soon as railways were rebuilt, even with short lengths of rail, trains would be set to running to carry necessary ammunition and freight items to the front.

After the engineer had the train underway and it has gathered a little speed, the engine started laboring badly. The engineer did not know enough to notch back on the Johnson bar (the reverse gear lever) to ensure an earlier steam cut-off. I felt sorry for the poor engine, but not being especially fluent in Italian, I did not feel adequate to instruct the engineer as to how to handle the cut-off. I wanted to reach over and notch it back myself, but thought better of it, as after all, it was just after the war was over, and he might think I was trying to sabotage the train! So we finally struggled along for what seemed miles (kilometers over there) before the grade leveled off enough for the engine to "catch up with itself".

Later, when we had tired of riding in the cab, Nick and I went back over the tops of the 40 & 8 cars (40 Hommes-8 Chevaux - and most of the them smelled like the Chevaux had just left!) and met some MP's who were also riding the train, presumably doing guard duty on whatever the train was carrying. They never asked us any questions or asked for our passes which we didn't have, but offered us some of the new

style D-rations which were very welcome about this time.

We arrived back in Grosetto that evening and next morning at breakfast we got a royal dressing down from our top sergeant, but that was small price to pay for a few enjoyable days in Rome. He said if we hadn't appeared that day, they were going to get the MP's out after us! The next time I went to Rome we were flown down in the rear radar compartment of a Black Widow night fighter from a different outfit and spent another three days on a legitimate pass.

The original version of this article was written in response to a published statement by Earl Proulx in his Yankee Magazine column "Plain Talk". Someone had asked him what was the meaning of the statement: "Getting a jim over the Johnson bar". He had said that the Johnson bar was a throttle of the locomotive and in some cases, it might be, but ordinarily the throttle and the Johnson bar (reverse lever) are two different items. I never did get a reply to the information I gave him.

An Interview

Jeremy K. Tuke



Jeremy was born and raised in Rochester, New York, growing up in Irondequoit. He attended Irondequoit High School, and Wittenberg University in Springfield, Ohio, graduating in 1979 with a BA in History. He has been employed as a salesman for The Stanley Works, Chevron Chemical Company, Monsanto and is currently a territory manager for Copper and Brass Sales, Inc., which is a metals/materials distributor. Following college he lived in Rhode Island, working territories around Boston and including Cape Cod. He

relocated back to Rochester in 1993 and currently resides in Henrietta.

His early interest in railroads was most likely encouraged through visits to Edaville as a small boy while on family vacations to Cape Cod and Martha's Vineyard. Railroading runs a bit in his family as his great-uncle was William H. Truesdale, long time president of the DL&W. Growing up, his next door neighbor regaled him with tales of railroading, having worked for the BR&P and PS&N as a young man in Pennsylvania. His current interest in railroading includes but is not limited to historical aspects of local railroads, especially including the PS&N, BR&P, Erie, Lehigh Valley, Lackawanna and NYC predecessors such as the West Shore and RW&O. He especially enjoys collecting railroad hardware items from the above-mentioned lines, particularly lanterns, locks and switch keys. His collection includes over 100 railroad lanterns.

Jeremy originally joined the Rochester Chapter as a teenager in 1971, but his membership lapsed and interest in railroads was somewhat diminished during his college years. He was a member when the Chapter acquired the Industry Depot, and has fond memories of shoveling tons of coal ash from the basement and helping with other repairs in the early years of the Depot. Jeremy rejoined the Chapter in 1993 after moving back to Rochester and was astonished at the progress and achievements that had occurred in his absence.

He states: "I am continually amazed by the talented, diverse group of people in our membership who make the seemingly impossible happen with regularity, and who make it truly fun to be a part of this organization. I also look forward to the great things which are possible for our Chapter in the future."

Jeremy is currently serving as Trustee and Recording Secretary, Chairman of the Development Committee, and is involved with the training and schedule coordinating of the Museum's track motor car operators.

(Continued on next page)

Tuke Interview (from page 7)

He is a member of Key, Lock and Lantern organization, Railroadiana Collectors Association, Inc., North American Rail Car Operators Association, and the Pittsburg, Shawmut and Northern Railroad Historical Society.

His wife of ten years, Martha, and he have two boys, Daniel (5) and Matthew (3) who love to spend time helping out at the Depot. As time allows he also enjoys skiing, hunting, boating and fishing.

Book Review

DELAWARE & HUDSON

by Jim Shaughnessy

Reviewed by Bill Heron

Originally published in 1982, a new edition of this outstanding book was published in 1997. In my opinion, for anyone who wants to know what a book that tells the history of a railroad ought to be like this is an excellent model. The coverage is thorough, there are plenty of illustrations and an appropriate series of maps traces the line's evolution. The style of the writing also suits me very well. All the necessary ground is covered, and in such a way that the reader's interest is well maintained. This is not a dry, pedantic work as are some I have come across.

Before I read *Delaware & Hudson* my knowledge of that road was rather sparse. I knew of the PA's and the line's financial ills in recent times, but little about the line's beginning and growth. Coal was the reason for the D&H. There was a lot of good anthracite in northeast Pennsylvania and a lot of potential customers in the New York city area. The problem was to link the two.

An early answer was the Delaware & Hudson Canal Co. A canal was built from Honesdale, PA, near the coal fields, to Kingston, NY on the Hudson River. It was commonly accepted that there were 108 locks and 108 miles of canal. To this was added a series of gravity-operated inclined planes which connected the canal to Honesdale with the coal fields at Carbondale and beyond. From this beginning, eventually

Mystery Photo (see below for answer)



there came a mainline railroad from Binghamton to Albany and Montreal, an extensive steamship operation on Lake Champlain and several electric lines in the Albany vicinity, both city lines as well as interurban.

The D&H was a "different" operation in many ways. John Roebling, who went on to build the Brooklyn Bridge, early in his career showed his command of wire rope suspension bridge construction with aqueducts that carried the canal across the Delaware and the Lackawaxen rivers. Also the D&H was a very early purchaser of a steam locomotive, the famous *Stourbridge Lion*, which failed, largely because the railroad's primitive track structure could not bear the engine's weight.

Under Leonor F. Loree, president of the D&H for thirty-one years, the line blossomed and prospered. Tragically, the Loree regime also saw some very difficult times in the area of labor-management relations. Mr. Shaughnessy's presentation on Mr. Loree and his regime is a fascinating part of the D&H story. An aspect of the Loree years that particularly appealed to me was the development of motive power and the creation of a "style" for locomotives that gave D&H power a unique, and for me, highly attractive appearance.

Some books have the power to draw one back to repeat pleasurable experiences. *Delaware & Hudson* is that kind of book.

Local Historian writes about Empire Express

Lloyd E. Klos, a local historian, writes the column "A Resident's Recollections" column for the *Irondequoit Press*. In the November 20th issue, his column was devoted to the *Empire State Express*. It covers six columns. However, he did not mention that several of the cars from this famous train belong to the Rochester Chapter, and are presently located in Webster.

Editor's Box

My apologies to Victor Parmenter for the extended delay for his "Moscow Express" article on pages 6 & 7. He submitted it well over a year ago! Your editor prefers to publish an article in its entirety in a given issue of *The Semaphore*. Hence, he was forced to wait for sufficient space to be available, giving current events preference.

Mr. Parmenter has submitted another article about a true story involving the Delaware & Hudson Railroad. Considering the review in the left columns, it should probably have been in this issue. Something for you to look forward to.

Mystery Photo Identified

Pictured is New York Central's light Pacific 3361 which lost her boiler at Bergen, N.Y., in July 1928

B&O Junction

by Richard Israelson

B&O Junction was an interesting site of former local railroad activity. It was located approximately four miles southwest of LeRoy, New York near Junction Road, one half mile west of Route 19.

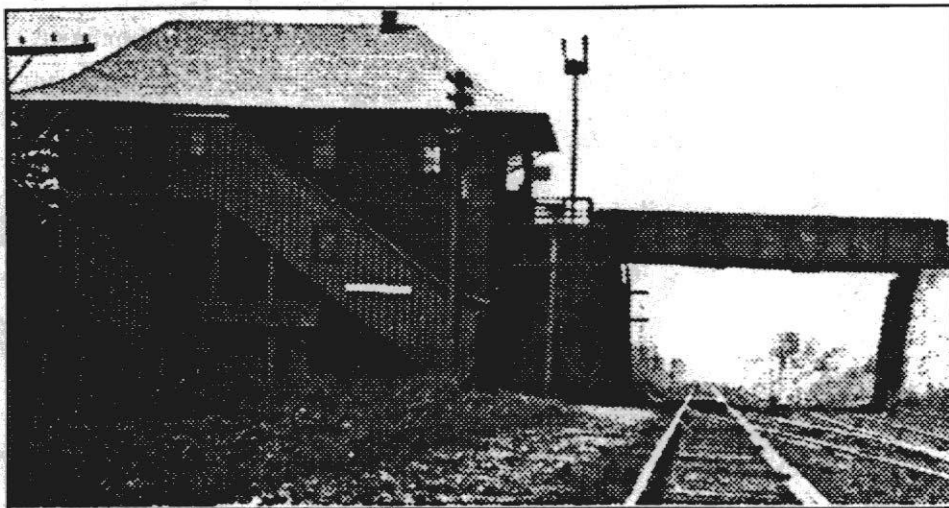
This location on the railroad map and time table was originally referred to as DL&W (Delaware, Lackawanna, and Western Railroad) Junction by The BR&P (Buffalo, Rochester and Pittsburgh Railway), and BR&P Junction by the DL&W. Later it became commonly referred to as B&O Junction, the Baltimore and Ohio Railroad having taken control of the BR&P in 1930.

It was at this spot on the railroad map that the main line of the DL&W running east and west between Buffalo, New York and Hoboken, New Jersey crossed over the north-south running BR&P and later the B&O. The DL&W crossed over the B&O by means of a plate girder bridge.

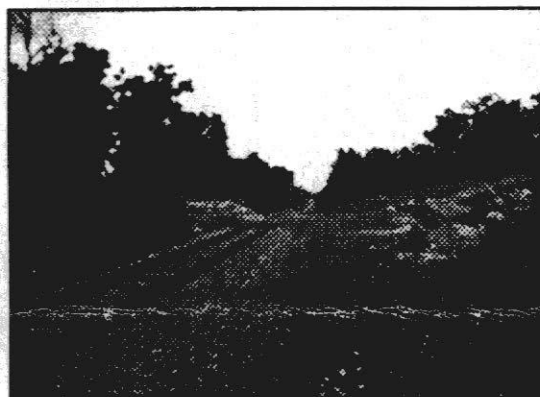
A multilevel station, which survived until 1961, shown in accompanying photographs, was located along the elevated right of way of the DL&W at the southwest corner of the cross formed by the two rail lines. This was the second station located at this site, the original station having been destroyed by fire on June 17, 1900. Here travelers could make connections between the two railroad lines as proven by *The Official Guide* for November 1947 which includes timetables for 09/28/47 listing four passenger trains for the B&O and two for the DL&W that stopped at the Junction.

Other interesting elements of the B&O Junction included an interchange track and small yard located east of the station. This interchange track ran down the DL&W embankment in a southern direction crossed Junction Road and joined the B&O.

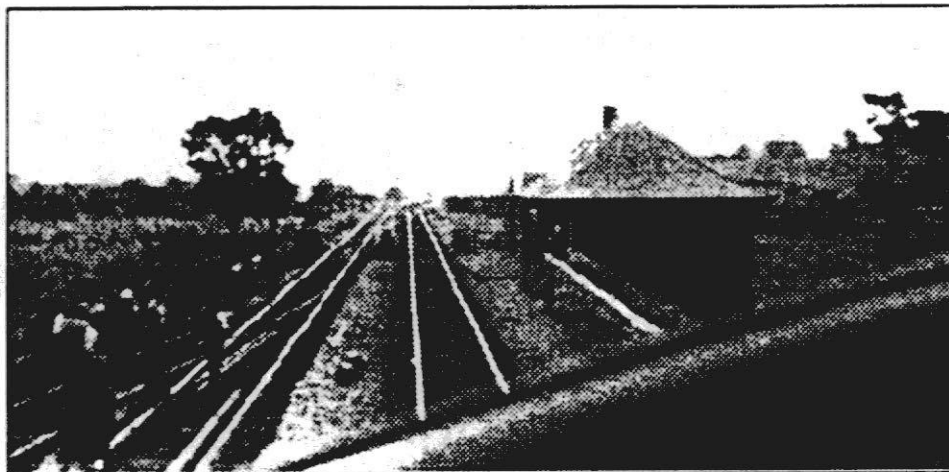
The accompanying photos show scenes of B&O Junction in its heyday and what remains of it at present. Oh, what the years do to us!



DL&W Junction Station early 1900s, looking north (Collection of Robert Gerling & BR&P by Paul Pietrak)



The photo on the left was taken in 1996; the same location but across the tracks. The location of the former station is the clump of trees of the left. The DL&W, bridge and station are no longer there, but the Rochester & Southern, successor to the BR&P and B&O, tracks are located in the dip approximately 100 feet in the foreground. The bridge was removed several years ago. (R. Israelson, 1996)



Approaching the station at B&O Jct. on the DL&W from the west as seen from cab of F3 #803 ca 1947. Note large maintenance of way crew, and cars on interchange track east of station. (Trackside Photos)

My sincere appreciation to Sheldon King for his invaluable assistance in the preparation of this article, and to Trackside Photos for information.

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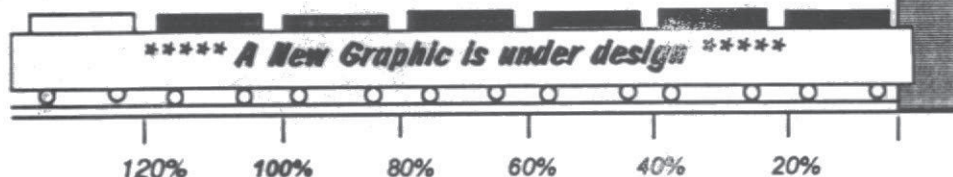
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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions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