



# The Semaphore

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

February 1998  
Volume 40, No. 6

## Program for February 19:

### "Our Vulcan Gem"

by Ron Amberger

Our next membership meeting will be held at the 40&8 Club on Feb. 19. The program entitled "Our Vulcan Gem," will be given by Chapter members Ron Amberger. Ron's slide program will discuss design aspects of our newly acquired 0-4-0T steam engine. He will also present some history of the builder of our 1918 gem, the Vulcan Locomotive Works from Wilkes-Barre, PA.

## 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

## Inside ....

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Activities for the upcoming NRHS National Convention in Syracuse are outlined. The dates are July 8-12. Have you pre-registered?

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## Momentum Builders at R&GVRM

As we marvel today at the size of our collection and the scope of our operations and activities, we should be thankful for those in our past history who really added MOMENTUM.

John Redden, Dave Shields, Rand Warner and Dave Monte Verde got us on the motive power map.

Chris Hauf, Dave Monte Verde, Ted Miller and John Redden have really got us into the freight equipment side.

Peter Gores, Rand Warner, John Redden, George Bauerschmidt, Jim Dorn, Norm Shaddick and George Knab put us into the Maintenance-of-Way capability.

Neil Bellenger, John Redden, Mike Dow and Jim Johnson set up signals.

Jim Johnson, Charles Harshbarger and Mike Dow have organized our engineering info.

Rand Warner, Joe Scanlon, John McDonald, George Knab, Dave Goodwin, Art Mummery, Jim Loomis and Scott

Gleason have built our construction fleet.

Curt Boyer and Rand Warner launched the B&O tool car/shops. Charles Harshbarger and Jim Johnson have continued to build it up.

Hank Pape, Jerry Hott, Greg Sullivan, Pete Gores, Don Hosenfeld, Bob Mader, Arlene Koscianski, Bill Bracey and Dick Barrett got the Depot emptied out, closed in, and restored enough to inspire many others to carry on.

Dave Monte Verde, Dick Barrett, and Rand Warner established our Museum passenger fleet.

Jeff Baxter, Peter Gores, Bill Reid and Rand Warner led our early track laying.

Hank Pape, Rand Warner and George Knab have got us into land and buildings, and Dave Luca and Bernie Cubitt are carrying on.

John Redden, Bob Miner Jeremy Tuke, Don Shilling and Dick Tickner have put us into the world of operations.

RW

## A Peek into the Past: From 40 Years Ago

*From the NRHS "Bulletin" 2nd Quarter, 1958, about the time I (Rand Warner) joined the Rochester Chapter.*

"Rochester. Officers elected for 1958 are as follows: President, Leon D. Arras; 1st Vice-President, Harold M. Caulkins; 2nd Vice-President, Horst A. Bruns; Recording Secretary, Samuel E. Grover; Corresponding Secretary, Elmer A. Gabby; Treasurer, Nicholas C. Feeley; National Director, A. Whitman Crittenden; Board of Governors: Fred G. Merz, Richard V. Hinchey and Claude A. Winslow, Jr.

"The Rochester Chapter's November meeting was an informal gab fest as the result of a severe storm in the Buffalo

area which prevented Maynard Fischer of the Buffalo Chapter from reaching Rochester and presenting his films. The chapter's December meeting included the annual election of officers. Entertainment was provided by Ward Shafer who projected fine color movies of operations on the Santa Fe and steam railroading on the New York Central in the days of the Great Hudson Fleet. Refreshments were provided by Elmer Gabby. The first meeting of the new year was January's "Brain Storm" meeting. Tentative plans and ideas for the year were discussed. Ward Shafer provided interesting movies for entertainment and Claude Winslow supplied the refreshments."

RW

## TRACK MOTOR CAR TRAINING

Jeremy Tuke, coordinator 359-8944.

Once again it's time to begin thinking of the 1998 Museum season, which for me means also thinking of Track Car Training classes. For the 1998 season we will be following the same format as the past few years. This will involve several "classroom" sessions, held in late March and early April, where rules and operating practices are reviewed and discussed. Once the weather becomes more favorable (hopefully) in April and early May we will commence with the "hands on" portion of the training. I am anticipating holding at least three different "classroom" sessions and at least three "hands on" sessions.

Training is tentatively scheduled as follows:

Classroom sessions. March 28, April 4 and April 18

Hands on Sessions. April 18, April 25 and May 2.

I am hoping that all of the operators who were qualified in 1997 and did such a terrific job will be available again in 1998. I would also encourage anyone interested to come forward and get yourself qualified to operate in the 1998 season. If trends continue we will be busier than ever this season, and will need all the operators we can get qualified. This season we will have both TC-2 and TC-3 available, as well as TC-4, which is currently assigned to track and signal crew duties. Updates will appear in future issues of *The Semaphore* or call me with questions.

## A Steel Christmas Tree!

Our construction personnel decorated the 35-ton P&H crane with two strands of lights. The opposing bulbs on each string were color-matched. Quite impressive to see this 'Christmas Tree' towering above the Depot!

**May 30, 1998 !**

Chapter's Annual Banquet.

Please Reserve it!

## Membership Report

Christopher Hauf, Membership Chairman

### New members voted in for December:

Robert C. Hauf, 23 Fairmount Ave., Upper Montclair, NY 07043 (973) 746-8646  
 Scott & Joanne Hemenway, 254 Mystic Lane, Rochester, NY 14623 (716) 334-7297 (Family)  
 Matthew Metzger & Debra Pupo, 1 Glendonwood Drive, Penfield, NY 14526 (716) 377-3521 (Family)  
 Hans Osterhoudt, 4090 Canal Rd., Spencerport, NY 14559 (716) 352-0684  
 John M. Topham, 5 Green Ridge Rd., Pittsford, NY 14534 (716) 381-4381  
 John J. Keigher, 155 Babcock Drive, Rochester, NY 14610 (716) 271-6694  
 Elaine Redden, 104 Courtshire La., Penfield, NY 14526-2678 (716) 388-9174  
 (Family addition to John Redden)

### 1997 Year End Totals

Regular: 209; Local: 7; Family: 34; Total: 250

### New members voted in for January:

Gerald & Bridget Bertoldo, 1757 Hoover Rd., Attica, NY 14011 (716) 591-8094 (Family)  
 Jerome J. Gillette, 47 Kirk Rd., Rochester, NY 14612-3301 (716) 225-4678  
 Donald & Ann Ignatowski, 729 Stone Road, Pittsford, NY 14534 (716) 586-7645 (Family)  
 Ronald & Colleen Williams, 1095 Everwild View, Webster, NY 14580 (716) 872-5554 (Family)  
 Lucy & Dale Lee Fravel, 205 English Rd., Rochester, NY 14616 (Family additions to Dale Lee Fravel)

### Change of address

Mark Pappalardo, 123 Lansmere Way, Rochester, NY 14624 (716) 594-8809

### Temporary address:

Robert M. Cowan, 3816 Culver Rd., Rochester, NY 14622

### 1998 Year to Date Members (New & Renewed)

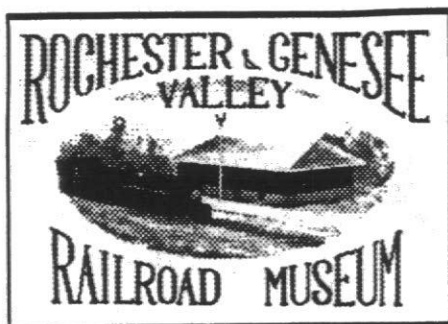
Regular: 134; Local: 3; Family: 24; Total: 161

## More About Membership by Chris Hauf

Membership renewals are going well. For those who have renewed, membership cards will be going out this month so have no fear! For those who have not renewed, the \$3.00 discount period is now over and remember April 1 is the deadline for renewing. So, get those renewals in ASAP.

In the May issue, we will be publishing the yearly Rochester Chapter membership roster which includes your name (and any family member names), your address, and your phone number if we have it. This year we would like to add e-mail addresses to the roster and even fax #'s if you have one. Please send Chris Hauf a note via mail, give me a call at 381-8583 or email at [crhauf@frontiernet.net](mailto:crhauf@frontiernet.net) if you would like to have your email or fax # added. Also, if you do not wish to have your name on the roster, please let Chris know also, and he will insure not to include it.

As we get into this new year, we are continuing to try and grow our membership. We are looking for new audiences to approach. Do you belong to a group, model railroad, historical society, professional society, etc., who might have an interest in our Chapter, and might not mind us approaching their membership via distribution of brochures at a meeting, a blurb in their newsletter, or allowing us to borrow the mailing list to send out our brochure directly to them? If you do, please let Chris Hauf know so we can figure out what the best approach is. Every little bit helps, and we certainly can use more hands as our Chapter and Museum continue to grow.



Rand Warner, Manager, 425-8587

### Goals for the Millennium

- ☐ Top notch track.
- ☐ Trolleys operating from overhead starting from NYMT South.
- ☐ Locomotives in top tune up and properly painted.
- ☐ Restored and painted freight cars.
- ☐ Restored and painted passenger cars.
- ☐ Expansion into all four quadrants.
- ☐ Proactive "Operation Lifesaver" outreach.
- ☐ Active Boy Scout Program.
- ☐ Active steam locomotive #12.
- ☐ Four operating signal blocks.
- ☐ First line-side industry operational.
- ☐ Line-side railroad buildings.
- ☐ Fully operational restoration barn and associated trackage.
- ☐ Full complement of operational MOW equipment.
- ☐ All walkways, display area and parking areas fully covered with crushed stone.
- ☐ An operational repair & maintenance barn for our heavy construction equipment.
- ☐ Extensive signage to aid our steadily increasing flow of visitors.
- ☐ All construction and M.O.W. equipment painted in authentic colors.
- ☐ Chapter trolley equipment into operation and display.
- ☐ Greatly improved drainage for track, buildings and grounds.
- ☐ Museum records and maps all on computer data base.

Based on where we are now and the rate we're going, this sounds quite achievable, doesn't it!! 3 years to go!!

### Man the Pumps – Flood!!

During the recent extensive rains and flooding of the Genesee River over its banks, our R&GV RR Museum complex did not escape unscathed.

We suffered over five feet of water in the Depot basement, not due to the river overflowing, but rather due to insufficient drainage out of our basement to keep up with the excessive flow of surface and ground water into the basement.

Although a number of items in the basement area were flooded, our dedicated volunteers have already salvaged many items and they are operational again. More work remains; however, the basement is once again cleaned up and basically dry.

Thanks to Art Mummery for pumping us out, and to Jim Johnson, Mike Dow, Charles Harshbarger, Bob Miner, Bill Chapin, Dave Luca, Rand Warner and many others who pitched in with some real heroics.

We plan to revise the basement drain plumbing, possibly separate it from downspout drains, close it all up, and maybe add another separate and independent drain system for redundancy.

Therefore, once again, we will hope we can avoid a future reoccurrence of flooding, but due to the nature of our location with respect to topography, that may be hard to absolutely guarantee.

Meanwhile, we're relocating any vulnerable items or artifacts out of the basement entirely.

### CS&P Team Expands

Our Communications, Signals and Power group under Neil Bellenger is expanding.

We are adding a new fourth leg under Scott Gleason called Line Crew, reporting to Neil.

Scott, who is working outdoors everyday with RG&E line crews, brings us some great experience and practical connections, too.

He will be heading up the setting of wood poles for trolley overhead on our Electrification program.

We are blessed now with both Scott and Neil having ability and experience to run our auger/line truck for setting poles.

### Line-Side Industries

We have written before in *The Semaphore* regarding the possibilities of four proto-typical, line-side industries to feed our Museum railroad and also to supply our Museum projects. These areas will make very interesting and educational attractions for our visitors.

In addition to those examples discussed in the past – such as logging, sand, gravel, crushed stone and ice pond, we have had a number of new suggestions as follows: Team track – part of freight yard. Salt mine – small simulated. Oil well – small simulated. Stock yard – joint with B.O.C.E.S.

Thanks to John Redden for these new suggestions.

We have put together a 3-ring notebook of information relating to these line-side industries. Please call Rand Warner or send him any info you can offer.

### We Sell Excitement!

- > You say you want a New York Central freight train – ask Chris Hauf!
- > How about a Pennsy passenger train – ask Bob Miner!
- > An Erie-Lackawanna passenger train – Bob Miner again!
- > A fruit block extra – try Chris Hauf!
- > An all Kodak lashup – talk to John Redden!
- > A Pennsy freight train – try Chris Hauf!
- > Even a B&O mixed train – see John Redden!
- > How about an all private owner freight train – try Chris Hauf!



## Steam on the Horizon

Our 0-4-OT saddletanker #12 is getting lots of attention inside and out for both cosmetic restoration and in depth inspection.

Jeremy Tuke has refurbed the backup light and is now working on the headlight and bell bracket. He will soon work on the brass bell and whistle.

Dan Waterstraat is going to be procuring new pilot beams and running boards from a local sawmill.

Bernie Cubitt is attacking rehab of the cab doors and windows.

George Knab is chasing up steam tools for flues, etc.

Gerry Bartoldo has sources for lubricants and boiler chemicals

Steps assemblies are being reinstalled by Rick Israelson and Chuck Whalen.

Redden, Warner, Luca, Miner, Waterstraat, Knab and Mummery prepared the saddle tank for removal and now have it jacked up about 6", with the steam dome removed.

The loco has been relocated for better crane access and our 35-ton crane will be relocated to pick off the saddle tank, using a new crane site.

With good weather, we should have the saddletank off in late January and be ready for Dave Conrad's inspection in late February.

Onward and upward to the sounds and smells of steam!

## Robinson co-authors book on Texas Interurbans

The Central Electric Railfans' Association has announced the forthcoming publication: *Houston North Shore*. The authors are Paul L. DeVerter II, and our own, Charles C. Robinson. This interurban has the distinction of being the last new U.S. interurban railway company to begin operations. Much of the line is still in operation as an extension of Union Pacific, but with diesel power - not electric.

## There's a Trolley in Your Future!

By the time you read this in *The Semaphore*, there is a high likelihood we will be well on our way to moving in our first trolley for Rochester & Genesee Valley Railroad Museum.

There are several possibilities in the offing and we look forward to at least one of them coming home to roost. Stay tuned for more news.

## Trolley Power on the Horizon

R&GVRM has just acquired a neat pole trailer from Seneca Army Base at Romulus via the NYS Federal Property Assistance Program. This trailer will attach to our auger/line truck to assist with erecting poles for overhead. Thanks to Dave Goodwin, George Knab, Art Mummery and Rand Warner.

Jim Dierks of NYMT has arranged through the City of Rochester and their salvage contractor for donation of about 30 former steel span wire trolley poles from Monroe Avenue - most recently used as light fixture poles. These steel specimens will be invaluable around our yard areas, such as in front of NYMT barn, where the tracks and wires are complex.

According to Niagara Mohawk and BOCES, we will soon have three-phase

power up to the NYMT barn. Our CS&P crew will be helping with trench excavation, and with digging under the south loop track at NYMT, to pass wiring through a sleeve, to an underground connection to pad-mounted transformer and meters.

We are bearing down hard on diesel generator sets and rectifiers; for a tag power unit to put into operation this season. This tag unit will permit initial trolley operation until final overhead is strung and is operational.

NYMT Trolley #161, former P&W, is in their barn getting a complete new coated canvas roof.

P&W cars #161 or #168 will probably be our first operational, passenger carrying trolley.

## Second Set of Block Signals Being Erected

Our CS&P crew of Mike Dow, Jim Johnson, Neil Bellenger, Dick Holbert and Scott Gleason are hard at work on our second block for automatic signals.

Concrete bases are poured, relay cases are mounted and wired, signal base is mounted, and mast is primed and ready to set up with signal on top.

Each block will feature a different type signal, to display the various types used on various local railroads. We will feature semaphore, color light and position light types.

In addition, the boys have set up and wired dwarf signals at our Industry yard

throat, and also at the major junction at Switch #6. They look great at night.

All the signals tie in to a type of CTC board at the Industry depot so that a dispatcher or towerman there can set up signal blocks remotely to stop or release trains.

Someday we hope to set up a prototype signal tower building in the vicinity of Switch #6.

Meanwhile, we plan to relocate relay circuitry/panels from the Depot basement to a concrete or metal bungalow to avoid any future flooding possibilities in wet weather.

**Picture This!**

NRHS/R&GVRM goes into intermodal – as follows:

- Local area NYC steam tug is used to push barge. There is one around here somewhere.
- Larry Marmet's barge, carrying container or trailer, is pushed up to dock site on Genesee River near NYS Rte 251 bridge crossing.
- Our 20-ton or 35-ton P&H crane unloads container or trailer from barge.
- Our Diamond Reo tractor hauls trailer along private access road from dock site to R&GVRM.
- Trailer or container loaded onto railroad flat car at R&GVRM.
- Our train takes flat car load up our main to New York Museum of Transportation.

Now is that Intermodal – or What!!

Thanks to Charles Harshbarger for inspiring the ideas for this scenario.

**Wanted List**

32v light bulbs, standard screw base, any wattage, clear or frosted.

Roller bearing freight trucks, one pair of 50-ton capacity.

Low profile track jacks.

Manila file folders.

Hanging file folders & frames.

Switch brooms.

Car stops or skates.

Wagner Power painter.

Hydraulic jacks 10-ton and up.

Pintle hook assembly for back of truck, one or more.

Travel trailer for Operation Lifesaver.

Brooms and dust pans.

Fully operational fire extinguishers.

Blue flags.

Diesel generator 100 kw and up.

Culvert sections 18" or 24" diameter, steel, plastic or concrete.

Interurban trolley trucks and/or motors – one or more pairs.

**Picture This! (Part 2)**

Our Army #1843 locomotive at the head of a freight consist on the south leg of the loop at NYMT, feeding 600v dc power into our trolley overhead. This locomotive power supply of 1200 hp would easily support operation of several NRHS and NYMT trolleys simultaneously.

With the near future availability of three-phase power running into NYMT, sufficient block heater power would be available to start the Fairbanks Morse #1843 in any weather, any time of year.

We could adapt the #1843 readily for governed 600v dc power output to trolley.

Thanks to Jim Johnson for inspiring these ideas.

**Freight Dept** by Chris Hauf

Through the keen eyes of John Redden who spotted a small metal plate on the side of the car, we have ascertained that our new to us FGEX 50220 reefer car was built in December 1926. We continue to search for other history on this car. If you know who might have a piece of the puzzle, please contact Chris Hauf.

The Erie caboose is in the process of receiving new side sliding cupola windows which were built by Chapter member Ralph Mosher and have been painted by Chris Hauf. Once completed, the cupola will have all new windows with the four other cupola windows built and installed by Bernie Cubitt. Thanks to Bernie and Ralph for their expert craftsmanship! The rest of the caboose will also be receiving new windows as

**Shilling to present course**

Since 1984, Don Shilling has presented courses concerning Rochester history at the Rochester Museum & Science Center. "Remembering Old Rochester" is the current spring offering scheduled for the four Wednesdays of April 1-22. Topics are: "Celebrities of Yesterday", "Made in Rochester", "Tales of Rochester's Past", and "35 Golden Summers". Contact Don or the RM/SC at 271-4552, x514.

**Fruit Block Extra**

Thanks to a lot of coordination by our Freight Supt. Chris Hauf, we now have a fine all-wood bodied FGEX reefer on site.

We are also acquiring a third reefer car, which is all-steel and from MDT, next spring.

This will give us a three reefer fruit block extra consist to put with any of our locomotives or cabooses. What a privilege for us and for our visiting public. Think ahead to our own line-side icing platform.

If you can help support this worthy endeavor with funds, please contact Chris Hauf, Rand Warner, Jeremy Tuke or Dave Luca.

soon as Ralph can spare us a little shop time.

And for those who may not know, late last year our Chapter purchased a Pennsylvania RR N-5C cabin car (a caboose for those who might not speak Pennsy lingo). The cabin, PRR 477822, is the third N-5C built and is the oldest one in existence. The car is currently located in PA. We are in the process of raising the necessary funds to move the car to Rochester as soon as we can. With the split up of Conrail pending, the move might become more difficult if we wait too long! The cabin can come by rail since it is roller bearing equipped! If you would like to help us sponsor the move, please let Chris Hauf know. It looks like it will cost us less than \$750.00 to move this historic piece to our museum.

**Fowl Play:** The Federal Aviation Administration tests the strength of airplane windshield by firing chicken carcasses at them with a special gun to simulate the impact of a real bird in flight, according to a report in *Feathers*, a poultry trade publication.

But when the British officials borrowed the gun to test a train's windshield, the glass broke. When they asked the FAA what had gone wrong – it was suggested that next time they thaw the chicken first. (*The Tailfeather*, Feb. 1998)

**Thanks to ...**

George Knab for a neat set of sturdy metal latch/locks for our NYC barrier fence in front of the Depot bordering the LA&L track.

Tom Phillips for donation of a fine next-to-new wood lathe and motor already mounted on a bench.

Gerald Bertoldo for making a special trip to Angelica to pick up parts for our steam loco #12.

Art Mummery for trying out his brand new submersible pump on the five feet of water in the Depot basement before he even took it to his own home.

Dave Luca for a fine set of marker lights and to Jeremy Tuke for rehabbing them to use at our Year End Party.

Lucas, Miners, Reddens, Warners and all the many others who helped make our Year End Party such a success.

Bernie Cubitt for researching windows for our RL&B trolley waiting room and now going ahead to make them.

Irene Weirich for donation to our RL&B trolley waiting room fund. She once owned it.

Dan Waterstraat for yet another loco battery charger.

Dave Goodwin for loan of special spare tire for pole trailer.

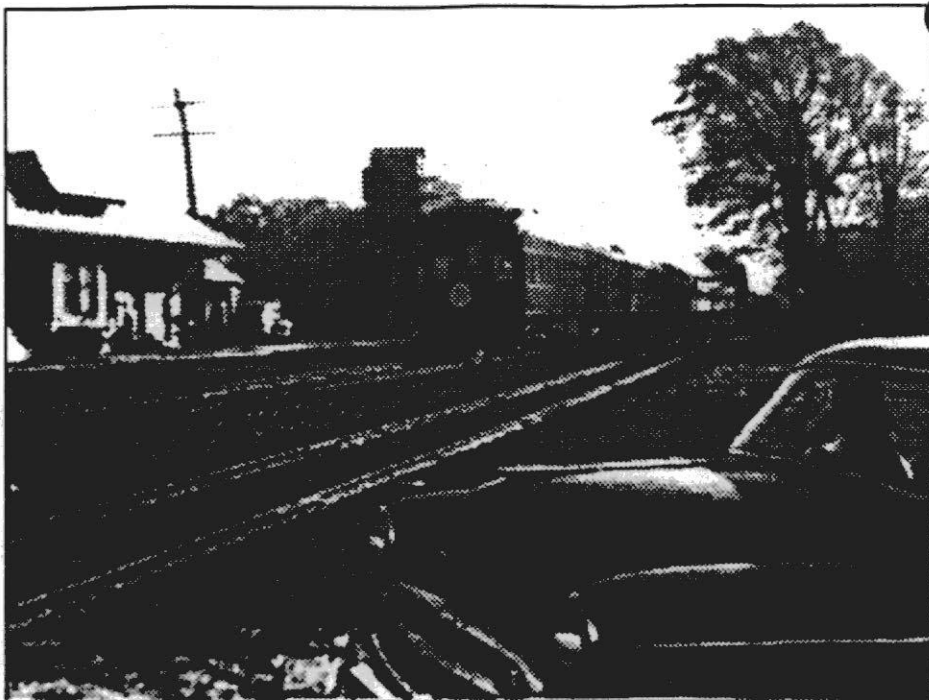
George Knab for loan of light bar and use of 1-ton truck for heavy equipment.

Art Mummery, Joe Scanlon and George Knab for donation of block heaters for heavy equipment.

**Identification of above photo**

President Truman's campaign train travels through Spencerport at about 7 AM in October 1948. Truman's sleeper was the last car.

Thanks to Robert J. Suckelco of Spencerport for this photograph. His mother is sitting in the car.

**Can you identify this 1948 scene? (Answer below)****Trip Report:****CAPE COD RAILROAD**

Reported by Bill Heron

The history of today's Cape Cod Railroad goes back to the 1850's when the first passenger train arrived at Hyannis from Boston. About twenty years later the Cape Cod Railroad became part of the Old Colony Railroad, which in turn was taken over by the New York, New Haven & Hartford. During its golden years the Cape Cod line stretched from Bourne on the Cape Cod Canal to Provincetown on the tip of the Cape. Branches served Chatham at the outside of the elbow, Hyannis on the south shore and Woods Hole at the Cape's southwest corner.

Today, the extant portion of the line is owned by the state of Massachusetts. Two operators provide service, the Bay Colony, which has the freight franchise and the Cape Cod Railroad which provides passenger service. A good share of the Bay Colony's traffic is trash, gathered at two large collection plants and hauled off-Cape to Rochester, MA where it is burned in a power generating plant.

During the summer season, the Cape Cod Railroad operates three passenger

trains on a daily basis as well as a dinner train on most evenings. Usually a pair of GM F-10's provide the power. These were built in 1946 for the GM& and eventually were used in Boston commuter service by the Massachusetts Bay Transit Authority, which leases them to the Cape Cod Railroad. CCR also has a GP-9 as well as an operable ex-B&M RDC-1.

Passenger equipment is largely of Canadian National origin. This includes three well-fitted dining cars used on the dinner train as well as a buffet car, used on the daily passenger runs. There also is a dome car. This was built for the Great Northern in 1955 and later served with the Alaska Railroad. It features its original interior highlighted by Pacific NW Coast American style paintings.

The route of the passenger train runs north from Hyannis past a junction at Yarmouth, the point at which the main line to Provincetown used to head east. The line then turns west, with a stop at Sandwich and then parallels the Cape Cod Canal to a point just short of the Bourne bridge. Here the engine cuts down the lead F-10 and walks back to what had been the trailing F-10, which now becomes the lead engine for the trip back to Hyannis.

(Continued on page 7)



### Cape Cod Trip (Cont'd from page 6)

The line traverses some very attractive and interesting countryside including one of the oldest golf courses in the US, several ponds, cranberry bogs, the Great Salt Marsh and the Barnstable county jail. A well-documented commentary done with a pleasant touch of Yankee humor is provided. If you're on the Cape, chances are you'd enjoy the CCR. I surely did.

### Trip Report

#### CASS SCENIC RAILROAD

Reported by Bill Heron

Finally, I've been to Cass. Riding in front of a Cass Shay has been high on my list of things to do for some time. In August of 1997 I made the trip to the "boonies" of West Virginia and gratified my desire.

I took the full 22 mile round trip to the top of Bald Knob and back. Shay #2, a 96 ton Pacific Coast model built in 1928 provided the power. This locomotive seemed to be a great steamer, the safety valve popped regularly even when the 11% grade required heavy effort. The line itself is in very good shape. Evidence of wash outs are visible, but first class repairs have been made and the 100 pound rail is smooth, true and very well ballasted throughout. The mark of the Shay, a steady coating of lubricant, is easy to see along the right hand ends of the ties.

There was one stop for water on the way up and another on the way down. We also stopped at the first switch back to let the downbound morning run to Whittaker Station go by and there was a stop for lunch at Whittaker. The steam whistle on #2 has a good voice and our engineer obviously enjoyed using it whenever he had the chance. The best thing for me, however, was to sit just ahead of the engine and watch with fascination the action of the Shay's rods, shafts and gears.

At present Cass is an all Shay operation. In addition to #2, there is a 70 ton Shay built in 1922, #4. This was the last Shay



#### A Shay with a "hood"?

While cataloging books for the NRHS Library, Gale came across this interesting photo. Caption reads: "Shay geared locomotives were used in the Auburn yards of the New York Central and performed the switching duties on the Owasco River." The engine number is 1899 on the NYC roster. Does anyone know why this Shay was equipped with a 'hood'?

Photo from: "Steam Railroads of Central New York" by Kenneth L. Hojnacki, published by the Central NY Chapter, NRHS, in 1973.

operated by Mower Lumber Co. and the first operated by Cass Scenic. The other operational Shay is #6, a 154 ton Shay built in 1945, the last and second largest Shay ever built. It wears Western Maryland livery, and is the day-to-day power for the trains to Whittaker Station.

Shay #5, (80 tons, 1905), is in the shop, having been in need of substantial work. She is due back in service next year. Heisler #6, 90 tons, 1929, needs a new boiler. Fortunately one has been obtained and this engine may be the next to be overhauled.

Three more steam locomotives sit on the dead line. Whether any of them will ever operate again is hard to say. They are Shay #36, 70 tons, 1916; Shay #7, 70 tons, 1920; Climax #9, 70 tons, 1919 and Baldwin 2-8-0, #612, built in 1943 for the US Army.

Sometimes people poke fun at West Virginia and its people. When that happens, I'll fondly remember the Cass

and say "thank you", to West Virginia and its people who saved the Cass from certain death. What a treat it would be if our own state had saved a Mohawk, Niagara, Hudson and whatever else. That's one reason I am proud of our chapter and the NYMT, doing what can be done with what we've got.

#### Finger Lakes Railfair

The Cornell Railroad Historical Society & Cornell Chapter, NRHS are cosponsors of this exhibit at the NYS Armory located on NY13 northeast of Ithaca. The dates are Saturday and Sunday, March 21 and 22. For more details, call Dave Flinn at 607-533-4297.

#### Bluewater Chapter to sponsor 14 trips for 1998

The Bluewater Chapter, NRHS, either alone or in cooperation with Wolfe Train Tours, is planning seven extended trips for 1998 all in Canada. In addition, seven other shorter trips are scheduled for the Michigan area.

## 1998 National NRHS Convention in Syracuse, July 8-12

*The following is the Press Release from the Central NY Chapter:*

Vintage diesels, steam, and the return of passenger trains to old New York Central routes will highlight 1998 NRHS convention in Syracuse NY, July 8-12

**Empire Heritage Rails '98** gets rolling with a special pre-convention event at Steamtown National Historic Site in Scranton, PA, Tuesday, July 7. Al Kallfelz, president of the Central New York Chapter NRHS, says Steamtown will operate a double-headed steam train along the former DL&W main line to Pocono Summit. There will be special runbys during this trip. Back at Steamtown, special behind-the-scenes tours of the backshop and the restoration area will be offered.

Bus transportation will be offered from Syracuse, but tickets without bus transportation will be available for those wishing to stop at Steamtown while driving to the convention.

**Wednesday**, the convention gets underway with a ride on a former Lehigh Valley freight line in New York's Southern Tier. The Tioga Scenic Railway will operate a special excursion featuring their vintage equipment. Included on this trip will be special rare mileage along freight only trackage. Lunch and dinner will be included on this outing.

A second option on Wednesday is a guided bus tour along the right of way of the long-abandoned Ontario and Western Railroad. There will be several stops along the way at restored O&W stations.

**Thursday**, convention buses will head to Utica for one of the first passenger excursions over the restored Adirondack Division of the New York Central. This line originally ran from Utica to the Canadian border through the rugged and beautiful Adirondack Mountains. The trip begins in Utica over the rails of shortline Mohawk, Adirondack & Northern, and then onto the Adirondack branch.

For several years the Utica & Mohaw Valley Chapter, NRHS and then the Adirondack Preservation Society, have operated the Adirondack Scenic Railway over ten miles of track in the heart of the Adirondacks. Federal and state funded restoration of the line to a connection with Utica is scheduled for completion in time for the convention. Kallfelz says this will be an all Alco trip. Heading our train will be a NYC RS-3 and an ex LV, D&H C-420. Both will be painted in NYC schemes, as will the former VIA coaches. This will be an all-day trip featuring a stop for lunch at the popular Buffalo Head Inn. A light supper will be served on our return.

**Friday** will feature an RDC trip out of Syracuse in the morning. Two Budd cars operated by the NYS&W for its unique 'Ontrack' service connecting Syracuse University, the downtown business district and the region's largest shopping mall will be joined by visiting RDC's for a short trip and several runbys. Also, an all day event is planned just for

teenagers to visit various sites and have a photo contest. The NRHS Directors meeting and the NRHS annual meeting will take place.

Walter Rich, CEO of Delaware Otsego Corp., parent company of NYS&W will be the featured speaker at the annual banquet Friday evening

Rich's Susie Q will be centerpiece of the feature trip on Saturday. The NYS&W's Chinese made 2-8-2 #142 will lead a train from Syracuse to Binghamton on a former DL&W line. Lunch will be served in the diners.

The convention wraps on Sunday with a trip along the freight-only Finger Lakes Railway. This shortline took over a former Conrail/NYC branch running from just outside Syracuse to the small industrial city of Auburn. This will be the first passenger train to Auburn since the early 1960s'. Motive power will be two restored E-8 locomotives owned by the host chapter.

The headquarters for the convention is the Radisson Plaza/Hotel Syracuse in downtown Syracuse. It is a few blocks away from the newly constructed 'Ontrack' station of the NYS&W, departure point for many of our trips.

The Central New York Chapter is based in Syracuse, New York. It operates two museums in restored rail stations in Martisco, NY and Central Square, NY. It owns and restored two E-8 locomotives, former PRR units, now painted as DL&W 807 & 808.

For more information on the convention, you can check our web page at [www.rhhistorical.com/cnynrhs](http://www.rhhistorical.com/cnynrhs) or write to CNY NRHS, P.O. Box 229, Marcellus, NY 13108.

The above outlined trips are planned. Neither the Central New York Chapter, nor the National Railway Historical Society guarantee that the above mentioned trips will operate as outlined.

### **A Society Exists for Caboosees**

The American Railway Caboose Historical Educational Society, Inc. (ARCHES), P.O. Box 2772, St. Louis, MO 63116 was formed in 1995. They presently have 200 members in 30 states and Canada.

Your editor received a sample copy of their newsletter. He found this 16 page issue to be informative. For example, the International Car Co. of Kenton, OH was the major producer of 'cabeeses' after World War II, capturing 80% of the market with 5,000 units. Floor plans for three models of bay window cabooses were illustrated.

The Society's mission is to share information on a wide variety of topics related to the railroad caboose. In addition to publishing *Caboose News*, it sponsors an annual convention and other events such as excursions and industry tours. "Catalog of Captive Caboose" is an on-going project. [Let's see, how many do we have? Are our units recorded in their 'archives'?]

Dues are \$15 for Associate; \$20 for Senior (60 or over); \$25 for Individual and \$40 for Family.



## How I Became a Railfan (& Didn't Know It) or Growing up in the Days of Steam

by Robert Mader

I was born in November 1931 in the front bedroom at our house on Park Avenue, Dansville, NY, next to the last house (at that time) on the last street in town and within sight of about a mile of the mainline of the DL&W.

My earliest recollection is watching crane and/or steam shovels working on the line at what I now believe was a mud slide after the bad floods of 1935. My playmate's mother next door pointed out the work train when they were leaving. I have been watching trains ever since!

The tracks were located a half mile or so away on the hillside on about a 14-mile grade that required pushers on all freights. The approach of World War II brought lots of traffic, and military hardware was heavy. Trains were usually 10/70 cars, as I recall, with one road engine in front and one pusher behind. I could not imagine riding in the caboose with that pusher, sometimes two pushers, leaning into it! What stack talk when (usually the head) engine would lose traction. I can recall only once seeing a train stall, on a clear, dry, warm day. One engine on the head end, one pusher, and never slipped a wheel. They backed the pusher down, probably to the station, came back and coupled on and waited for another pusher. No radios. After two long blasts from each engine they marched up the hill.

The day I saw a triple header, I thought "boy this must be a 100 car train" - no way, maybe 50, and two pushers on the back. Army tanks and trucks and a lot of stuff under canvas; must have been very heavy.

My Dad worked for his Dad in the meat business and at times they sent veal (dressed calves) to New York City via Railway Express. My Dad usually took them to the REA at the

station and waited till they were loaded on the Express car. This was always on a train that went through around 7 or 8 PM, so I often got to go to the station with him. I loved it but was not brave enough to stand on the platform when the engine went by. When it stopped, I was fine.

About once a year for several years, "Grandpa" would buy a carload of western beef to fatten up for the butcher business. This carload came in on the "Lackawanna". What excitement! About every day a report would come in: "They have been loaded at Sioux City", "They have been unloaded and fed, rested and reloaded" at Buffalo; will leave Buffalo 5:00 PM. E.T.A. 8:30 PM. Finally a freight would come to the station, clear the platform and crossing, uncouple the cattle car, caboose and pusher and the pusher would switch out the cattle car. Of course the switching kept the wig-wag signal going complete with bell and one crew member flagged traffic at the end of the train on the two track main. I'll bet the crew in the caboose were glad to get rid of a stock car directly ahead of them!

In January 1945 (I was in 7<sup>th</sup> grade) my Mother and I moved to Bath, NY about two blocks from the Erie (Corning Branch) Station and DL&W main. More often than not, I would go down after school to watch the passenger train come in on the Erie, or watch the B&H (Bath & Hammond-sport) come into the Erie yard for interchange. Years later at Rail City when I saw their steam engine form the rear, I thought something looked familiar with the headlight on the tender; sure enough, B&H #11.

One day there was a strange sounding 'put, put' coming into the Erie yard - it was a Fairbanks Morse speeder - the crew came to change a broken knuckle on a freight car in the yard. The foreman explained to me how the friction drive worked and how they could switch to or not to activate highway signals.

Of course the Erie (Corning Branch) didn't have the traffic the DL&W did. You didn't have to wait long for a train on the DL&W.

The Cameron Street crossing had a crossing watchman or watchwoman. They were usually friendly but probably not well versed on the railroad as a whole. They would tell of unusual trains or loads and local incidents.

East of Cameron Street about three blocks was the Lackawanna Station and a bit past that was a siding on the North side complete with water spouts. On occasions, an east bound would slow down, the rear brakeman would swing down, place a couple of torpedoes on the track, run like mad, hop on, and the train would pick up a little speed as it crossed over to the siding. I always wondered how they manage to increase speed just after he got back on (remember, no radios). When torpedoes were placed you knew another train was not far behind, so the only thing was to wait and watch it go by. It's surprising how fast the engineer could close that throttle; my guess about one revolution of those big drivers.

It was in Bath I first saw a diesel locomotive. If I heard a strange whistle, I would head for the railroad for a glimpse as they really rolled through: ABA lashup as I recall.

In June 1945 the day after school was done we were moving to Bushnell's Basin. I had the AM free and went to say good-bye to a friend. His dad worked for the furniture store/undertaker, who also supplied the ambulance. It was then I learned the east bound morning passenger train had hit a milk tanker truck at Wallace, NY. The road (Rte. 15) and the railroad are both at a curve. I went to the station and learned the train was on its way so waited to see it come in. They sent another engine (probably a pusher from Groveland) as they went back on the west bound track to push the passenger train in as the road engine was damaged. When they

(Continued on page 10)

## How I Became a Railfan

(Continued from page 9)

came in they pushed in on a stub siding, cut off the damaged engine, pulled back on the main and pushed up to the station and a waiting relief engine from Corning. I got the dickens for not being back on time but it was worth it as it was a memorable sight.

For a year we lived in Bushnell's Basin and I went to Pittsford to school. When the one school bus went the long way around the route it was an hour ride but on rare occasions the monotony was broken by a rain on the Auburn Road. We went under it on Rte. 96 and crossed it on three grade crossings near Powder Mills Park. On occasion, I would get to see traffic on the West Shore at Monroe Ave.; those freights really moved. Some years later a car was stopped at the crossing and was rear ended and pushed onto the crossing. The passengers got out OK, but the car was naturally dragged down the track and the flying parts went through a canopy on a barge on the canal.

In 1946, we moved to Rochester (Driving Park Ave.) and I attended John Marshall High School on Ridgeway Ave. I made friends with a railroad knowledgeable classmate. We covered a lot of miles on our bikes to see train stuff.

The Charlotte Branch, NYC, had a fair amount of traffic (two track line). Sometimes they would switch Kodak Park on the line that crossed Ridge Road between Lake and Dewey Ave. Other times you could spot one of Kodak's fireless cookers switching in the Park.

One warm summer evening just as it was getting dark my friend and I heard a train on the Charlotte Branch so we went to the bridge over Driving Park Ave. and up the embankment to watch. We watched them in the distance doing switching: probably North of Ridgeway at the branch over Dewey Ave. to Kodak Park. They

backed a car up the Driving Park bridge, cut it off, then took off like mad. We didn't see anyone on it as it started to roll. Meanwhile, the engine backed in on the siding, let the car roll past, then took out after it. Kind of a reverse run around.

On another occasion we biked to the B&O roundhouse at Buffalo Rd., corner of West Ave., leaned our bikes against the street side of the building (no locks) and waited in. We tried to be inconspicuous and no one spoke to us. The roundhouse was almost full including one articulated that wouldn't fit on the turntable: it ran straight across and half the tender hung out the door.

We also visited a tower one warm summer night. Somewhere around Lincoln Park on NYC main. We hollered up and asked if we could come in. I think the op as happy for company as it was quiet. He was young and very nice in showing and explaining things. He also told about a visitor who tried to look down the stack of a passing loco.

The NYC was four tracks in the process of being reduced to two with CTC, all of which he explained. I only recall one train an east bound freight, being pulled by a Niagara. The op tried to get us to lean out the window as it came by (no we didn't!). This was about 1949, about this time the diesels were taking over fast and furious and I didn't know enough to collect more memories of steam.

The last of steam in revenue service in any volume was in 1953. I was on a troop car on a scheduled passenger train. We left St. Louis Union Station late afternoon on four tracks behind a diesel and in the middle of the train. Next AM we awoke on a local in the Ozarks, then through cuts, over hills, over wooden trestles, mostly through woods. I was on the last car of a 6 or 8 car train behind steam. When we got off at the City of Fort Smith, there were other steam engines working and not a diesel in sight. Sixteen

weeks or so later after graduation from Basic training at Camp Chaffee, Ark., I again saw steam in numbers about eight troop trains were marshalled to move out the new recruits; all steam, no diesels.

The very last revenue steam I saw was in 1957 or 58 on (believe it or not) the NYC's Hojak west; it was switching at North Greece Road.

I hope you've enjoyed these memories of steam as I feel lucky to have experienced them.

### What to do when visiting PA

#### **Railroaders Memorial Museum, Altoona, PA to Open**

Apr 25: Official Opening of Railroaders Memorial Museum situated in the 3-story PRR Master Mechanics Bldg. turned to museum with many exhibits. Brochures states that average person should allot three hours through this \$4 million renovation.

May 16 & 17: 6th Annual Horn Whistle Fair

May 30: Circus Day at the Museum

June 13, 14 & 19-21: Model Railroad-ing.

Group rates for 20+ are \$7.50/person and for 1998 includes Horseshoe Curve with advance reservations. Call: 1-888-4-ALTOONA, ext 221.

*Submitted by Mike Byrnes*

#### **A 'Texas' desires rails**

The Texas 2-10-4, former Bessemer & Lake Erie Railroad, is still in Pittsburgh and almost ready to be tested on the rails. Problem: there are no rails! #643 is housed in the former Pittsburgh & Lake Erie RR's McKees Rocks locomotive shop. A new owner of the complex removed most of the rails, including that to the building and some other buildings last year. The Texas' owner, Pittsburgh Steam Train Association, is looking for new quarters with accessible rail mainlines. (*The Michigan Railfan*, Jan-Feb 1998)

### LA&L selected as Short Line of the Year

*Railway Age* selected the Livonia, Avon & Lakeville Railroad as the Short Line of the Year.

Since 1964, track mileage has grown from 13 miles to 65 miles over three counties. Traffic has grown from 50 carloads per year to over 2,000, and 3,300 are expected for this year.

Trains may have 30 to 40 cars and be powered by three units to climb the grade out of Avon. Plans are to build a engine bay to their shop to house three of their locomotives. (*Leaky Valley*, Jan 1998)

### Finger Lakes Railway featured in R&R

In the February 1998 issue of *Railfan & Railroad Magazine* is an article featuring the Finger Lakes Railway. Pete Swanson is the author of this 7-page spread containing 12 photos in color and one map.

(One photo has a resemblance to Duncan Richard's photo of our fall excursion train passing a pumpkin patch, available as postcards from NYMT store.)

### Empire State Railway Museum restoring a 2-8-0

This museum, located in Phoenicia, NY is said to have started restoration of their #23, a 2-8-0 originally from the Lake Superior & Ishpeming RR and built by Alco in 1910. When completed, they expect to lease or hire out #23 to the nearby Catskill Mountain Railroad of Mt. Pleasant for tourist excursions.

[Editor: if I interpret this article correctly, other LS&I RR steamers are well represented. #18 is on the Grand Canyon Railway in AZ; #33 is on the Hocking Valley Scenic in OH; and #34 is on the Western Maryland Scenic in MD. Others have been saved or used for parts: #20 and 29 at Grand Canyon; and #24 at the National Railway Museum in Green Bay, WI.] (*Tower Topics*, Jan 1998)

### Another Tank Engine being restored.

The Old Dominion chapter, NRHS, is restoring the chapter's 0-6-0T engine. Much work has been done; much more to be done. (Old Dominion Chapter's *Highball*, Jan 1998)

### Big Boy for Sale

The Forney Historic Transportation Museum in Denver, CO is closing and will be selling their exhibits. Among them are former UP "Big Boy" #4005, C&NW 4-6-0 #444 and a 0-4-0T tank engine. If not sold or given away, they will be scrapped.

Museum property will be razed for a new commercial development. If you can pay the shipping costs, contact the museum at 1416 Platted St. Denver, CO 80202 or (303) 433-3643. (*The Michigan Railroad*, Jan-Feb 1998)

(Ed. wonder what our transporters would charge for this move?)

### Susquehanna Valley Chapter to dispose of some equipment.

Because the extant DL&W station in Binghamton, NY and associated siding is being sold to a new owner, the Chapter is in need of finding good home(s) for: 1953 Erie RR steel-side bay window caboose, and 1926 former Erie RR steel-sided coach of the Stillwell design.

The units will have to be trucked as rail connection has been cut off.

(This notice appeared in the Dec. 1997 issue of NRHS NEWS. Hence, they may have found a new home by now.)

PS: Does this Stillwell coach have seats?

### MR&NKP Museum Has Building Fund

The Mad River and NKP Railroad Society in Bellevue, OH has started a campaign to build a new museum building to add to existing structures. This editor doesn't have the proposed figures readily available, but recalls it to be in excess of a million dollars.

### 1998 Railway Heritage Grant Program has \$15,000 to Award

Applications for the 1998 Heritage Grant Program will be available after February 1 from the National Office. Proposals are to be submitted by May 1.

Contributions to the 1998 program came entirely from NRHS members contributions; the 1996 and 1997 were supplemented by outside funding.

The 1997 Awards of \$20,000 went to eight preservation projects. (*NRHS NEWS*, Jan. 1998)

### Save Buffalo's Central Terminal Project

Letters have been appearing in Buffalo newspapers to save and revitalize the 16-story tower of the former NYC Central Terminal. At present it has been gutted of its finery.

It was reported on Nov. 13 that the City Council approved a plan to protect the Terminal.

A contest was held for proposing viable uses. Many were submitted, the winner was to convert Central Terminal into a historic railroad museum. (*Buffalo News*, Nov. 24, 1997 via *Empire State Express*, Jan 1998)

### Editor's Corner

This issue contains 12 pages, larger than usual, so that several articles submitted many months ago would appear in print.

Bob Mader's piece on how he became a railfan was submitted before his 'interview' appeared in the October '97 issue. (Note the change in type face, which is Mañana. Sometimes the reproduction process 'thins' the letters of Times Roman, the usual font. Comments welcomed.)

Almost a year ago, Vic Parmenter submitted a story with accompanying picture. Being rather lengthy, and the Editor's adversity in 'splitting' a story between issues, he hopes to find space for it in the near future.

Above all, he is grateful of the generous submissions from the Chapter's members. Keep it up, please!



**The Semaphore** is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

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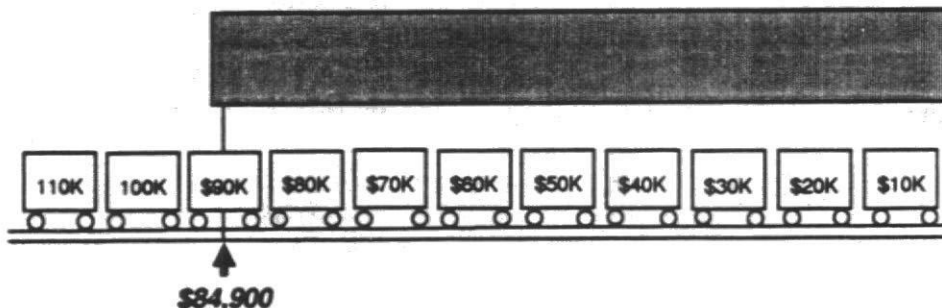
*Editor:* Gale Smith

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**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.** Each 'car' represents \$10,000 in the fund. Surprise – the building moves rather than the train – easier to do!



**The Semaphore**

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Chapter Meeting & Program  
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**40 & 8 Club**  
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