

The Semaphore

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

July 1998
Volume 40, No. 11

Program for July 16

"Having Fun at the Depot"

Exercising Those Diesels

On July 16, we expect to 'exercise' our diesel locomotives. How far depends upon track condition and other weather related events.

As usual for the months of June, July and August, we enjoy the 'fruits of our endeavors' by holding our membership meetings at our **R&GV RR Museum**. Usually someone is there by 6 PM. Sometime during the evening a very brief business meeting will be held.

Guests are welcome. We do caution against bringing children who are too young to be aware of the dangers around railroad equipment.

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

The Weather@### !!

The last month of wet weather has hampered our construction division on earth moving activities. Also necessary track relocation. But read on ...

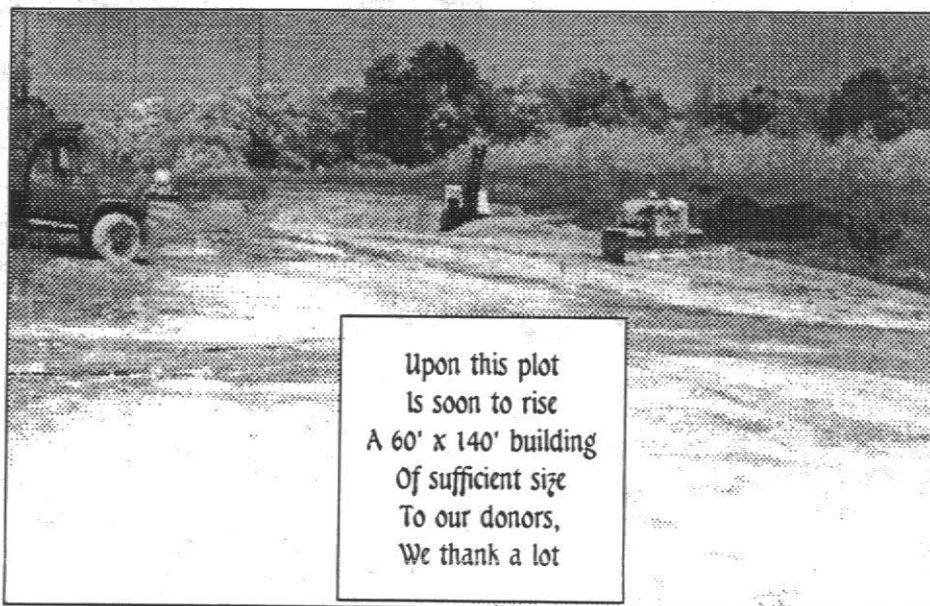
Leatherstocking Chapter

The Leatherstocking Chapter, NRHS had just completed clearing their newly acquired Cooperstown & Charlotte Valley Railway of trees and shrubs. Then back-to-back tornadoes came thru this spring. "The previous brush clearing will seem like child's play after we get through with this one."

This line, of Delaware & Hudson heritage, is about 18 miles and runs from Cooperstown Junction at the D&H, thru Milford to Cooperstown. Milford is the central location of this Chapter's activities.

The storms of May 31st and June 2nd luckily did no damage to their structures at Milford or Cooperstown Junction. However hundreds of trees were down along the right-of-way of

Restoration Building Bids Solicited, Received and Contractor Selected!



Upon this plot
Is soon to rise
A 60' x 140' building
Of sufficient size
To our donors,
We thank a lot

The New Building Project

Project Engineer: Joe Scanlon

Progress:

Building specifications were finalized and re-issued.

"Requests for Quote" were put out to qualified bidders.

Quotes were received and reviewed by committee.

A contractor was selected and notified.

Building project was reviewed with Town of Rush Building Inspector and Town of Rush Planning Board.

Building location was finalized.

Building site location is now in final grading phase.

Plans:

Complete building site preparation before August 1 to permit contractor to start work.

Sign contract with chosen vendor to initiate long lead purchases.

Contractor to take out building permit with Town of Rush and supply Professional Engineer stamped drawings for building and foundation work.

Have building shell erected by October.

Begin occupancy and use of building by November.

RW

the C&CV. At one spot, the remains of a house trailer laid across the tracks! (Source: *RailTimes*, June 1998)

Arcade & Attica

More recently, on June 26, flash floods combined from two connecting waterways to travel through the center of Arcade, Wyoming County. The waters of Cattaraugus Creek ripped out the concrete foundation of the Attica & Arcade Railroad bridge — leaving twenty feet of rail nicely suspended

in the air. Operations of this popular tourist line have been suspended pending evaluation of the damage. Other likely damage to A&A was not mentioned. (Source: *Democrat and Chronicle*, June 27, 1998, Page 1A)

Camp Perry, Ohio

A storm the last of June swept through Ohio National Guard's Camp Perry on Lake Erie. It leveled a number of buildings, including a railroad station that was in the process of restoration.

Looking for a workout?

President Chris Hauf announced at the last membership meeting that the contractor has been selected for construction of the Restoration Building. Construction is expected to start in early August.

In the meantime ...

Several existing tracks on the hill need to be moved to allow construction.

Chapter has new websites

For the past two years, the Chapter and its R&GV RR Museum has had a website on the Internet which it also shared with the NYMT. This has worked well, but we have decided to take things to another level. So, we now have FOUR websites to cover each of the facets of our operations. The new website addresses are:

<http://www.transportation.mus.ny.us/>

for Dual museum operation

<http://www.rgvrrm.mus.ny.us/>

for R&GV RR Museum

<http://www.nymt.mus.ny.us/>

for NYMT

<http://www.rochrrhs.org/>

for Rochester Chapter, NRHS

We did this to give us more flexibility in linking and when talking to people over the Internet. In general, people should be sent to the <http://www.transportation.mus.ny.us/> site since it has all of the info on our Sunday operations, but please feel free to communicate the others to people also. And all the sites are interlinked, so if you can get to one, you can get to all of them.

Please check them out. If you have any questions, comments, or problems, please call or email Chris Hauf (381-8583 crhauf@frontiernet.net). Chris will have lots of new content coming soon, but the summer has brought other more pressing items. So he promises to get some new stuff up as soon as he can.

Also, please change your bookmarks since our old site will be going away. Well, it will not truly be going away, but very soon if you go to the old site, it will tell you to change your bookmark and then automatically take you to the new site.

Library Report

by Charles Robinson

The library is now in the process of assigning call numbers for our books and shelving them. Considerable progress has been made thanks to Bonny Glickman, Teresa Kellett, Dave Luca, Stephen Oagley,

(Continued on Page 7)

Positions Open – Excursion Fleet Operation.

We need 10 or 12 members to step forth to supplement the current crew of Bob Miner, Dave Luca and Charles Harshbarger in this Department.

The objective is to have trained personnel available to handle all aspects of maintaining, preparing and operating the Chapter's Excursion Set.

If interested in joining, contact Bob Miner at 671-3589, or Dave Luca at 288-0318.

Work on Excursion Cars Underway

Wednesday afternoons and evenings will usually find Bob Miner or someone else working in Webster on this train set. Also, Monday evenings, when work is also being done at the Library.

To aid in scheduling duties, please call Bob (671-3589) or Dave (288-0318). The week of July 8-12 is NRHS National Convention in Syracuse for which both Bob and Dave will attend.

Ticket Order Processing

Marie Miner is awaiting a call of one or more volunteers to assist in handling phone and mail orders, and on site sales, for Fall Excursion Trip tickets. Some requests have already been received! After many years serving in this important job, she would like to semi-retire. Call Marie at 671-3589.

Gregory Ames Named Curator of Barriger Library

Gregory P. Ames, who is a Rochester Chapter member, was named curator of the John W. Barriger III National Railroad Library, Part of the St. Louis Mercantile Library. Prior to this position, Mr. Ames was serving as director of the National Model Railroad Association's Kalmbach Memorial Library in Chattanooga, Tenn. for five years. And prior to that he was business librarian for the Rush Rhees Library at the University of Rochester (and hence his interest in our Chapter?).

The Barriger Library section contains more than 10,000 volumes, 450 cubic feet of papers and records, and 50,000 photos. and is one of the finest collections of historical railroad materials in North America.

The St. Louis Mercantile Library, founded in 1846, is the oldest circulating library west of the Mississippi and the city's oldest institution. It recently has become associated with the University of Missouri-St. Louis.

(Source: *Trains*, July 1998, pages 84-85.)

Membership Report

Chris Hauf, Chairman

Welcome to these new members:

Morgan A. and Barbara Proseus
7244 Peartree Meadow
Ontario, NY 14519
315-524-5542

Joseph and Karen Gordon
91 Turpin Street
Rochester, NY 14621-3918
266-7231

Thomas Grant
5450 Barber Rd.
Dansville, NY 14437
716-335-3986

A Welcome to our New Members, Our Sunday Volunteers and Six Ways They can Help

by Don Shilling

Now that our membership is approaching 300 railfans, we'd like to give a special welcome to our newest members. As an organization that is expanding in so many GREAT ways, there is lots of room for everyone to help in some way. Now, we all can't swing a sledge hammer and we all can't write books, but here are a few ways that *you can really help support* the objectives of your Chapter.

One... We're always ready to train more track car operators.

Two... The library can always use your organizational skills on Monday evenings.

Three... We really need depot guides. The task is easy, but important. The time commitment is minimal – just a few short hours (10:45 AM to 4:45 PM) on *JUST ONE SUNDAY A YEAR*.

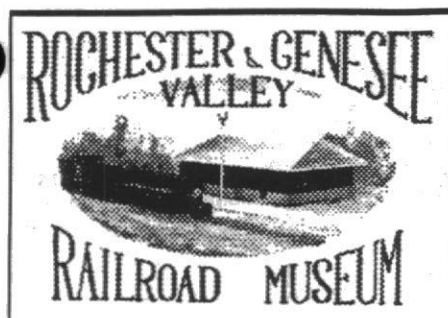
Four... If you have tool skills or can drive heavy equipment it'll really help as we get the ground work ready for our restoration building this summer.

Five... And there is always the need for donations of rail related artifacts or equipment and those with a flair for developing exhibits for public viewing.

Six... The "company store" at the New York Museum of Transportation can always use a Sunday volunteer to help sell museum tickets or souvenirs.

Just call 381-3171 to volunteer.

Leave your name and message. Many thanks in advance!



Rand Warner, Manager, 425-8587

Outreach

Steamtown Summer Camp Steamtown is offering "Railcamp 1998" for senior high school students to get a broad exposure to the railroad world. Let us know if you have a candidate for a possible '1999' Camp as registration has closed for this year's event.

Boy Scouts. Dale Hartnett and Bill Blaesi have expressed interest in working with Scouts. Dale is bringing a Boy Scout troop from Geneseo to work on equipment restoration Saturdays.

Hillside Children's Center. Rand Warner, Bernie Cubitt and Bill Chapin are providing equipment and supplies for an O-gauge unplate layout. We are also looking for people to work one-on-one with the boys at the school. Call Rand Warner (425-8586).

Zion Hill M.B.C. Church We are looking at a Saturday project for a van load of teenagers and counselors, to give them exposure to something new in the way of active participation.

Batavia High School Lynn Heintz has coordinated a high school public service project to rehab and repaint our diesel powered air compressor on rubber. We look forward to resumption of the program again this fall when school starts.

Train Operations

Supt. John Redden

Progress:

Locomotives and rolling stock have been temporarily relocated and redistributed throughout the R&GVRM and NYMT total facility - to free up space around the new building site construction area.

As we have done for several recent years, the Chapter Membership meetings for June, July and August are held at the Museum. The June meeting featured track cars. The July meeting will feature diesels, and the August meeting will be a Traction Night.

Train operations are currently subject to track rehab status and progress in two separate areas.

Plans:

Continue engine crew and ground crew operation and safety training with hands on practice.

Continue development of air brake training program using in-house and available outside training materials and personnel.

Continue expansion of "Operation Lifesaver" railroad safety awareness program to reach both children, teens and adults.

Continue monitoring safe practices of trains track cars, maintenance-of-way equipment and heavy equipment.

Buildings & Grounds

Supt. Dave Luca

Progress:

Bill Limburg has developed a detailed plan for restoration of our NYC RR crossing flagman's shanty. The shanty has been relocated closer to utilities to enhance restoration.

Bernie Cubitt has continued the paint, trim and window work on Rochester, Lockport & Buffalo trolley waiting room.

A large amount of additional land on the west side of LA&L RR has been reclaimed using fill via efforts of George Knab working with a nearby contractor.

Plans:

Extend crushed stone area northward on east side of Depot.

Stone parking lot on west side of LA&L RR opposite Depot.

Remove wood planked passenger loading area and replace with crushed stone.

Separate sanitary vs. storm drains in Depot basement to alleviate flooding problems in severe storms.

Add additional new culverts and ditching for improved drainage.

Add ditching and drainage culverts at new building site.

Relocate old tool barn currently situated at top of hill to behind Depot.

Consider next temporary location for RL&B trolley waiting room.

Track & Right-of-way

Supt. Rand Warner

Progress:

Track in S-curve north of Reid's Crossing has been re-gauged, re-spiked and re-tied, thanks to RGVRM and NYMT personnel under leadership of John Redden, Dave Luca and Rand Warner.

Loop Switch for NYMT has many switch timbers replaced.

Switch #6 at top of hill has rebuilt guardrail assembly.

Sidings #6 and #7 and Switch #7 are being removed and relocated to make way for new restoration building.

We are talking to contractors and suppliers about assistance with some trackwork activities and materials.

Plans:

Complete rehab of S-Curves.

Complete rehab of Switch #6.

Complete relocation and re-installation of Switch #7 and associated siding tracks.

Reinforce embankment at Switch #5 area.

Complete rehab of Loop Switch.

Rehab passenger loading track.

Expand storage capacity for rolling stock on both sides of LA&L Railroad.

Continue cleaning of culverts and rebuilding of culvert head walls.

Start panel track production for new restoration barn lead tracks.

Passenger Equipment

Supt. Robert Miner

Progress:

Chuck Whalen is prepping the Erie Stillwell coach for final painting by Chris Hauf.

New displays in the DL&W baggage car are being set up by Chris Hauf and Jeremy Tuke.

The passengers excursion trainset at Webster is being worked on Wednesdays. Call Bob at 671-3589.

Dave Luca is working on roof leaks of the *Pine Falls*. Gale Smith has repainted and re-conditioned the hardware on about half of the 138 lighting frames in the lounge area. Currently working on the annunciator system.

Plans:

Final painting and lettering the exterior of Erie Stillwell coach.

Obtain, install and set up one more display case in DL&W baggage car.

Rehab excursion train set to be ready for Fall Foliage trip schedule.

Fix remaining roof leaks in *Pine Falls* roof and repaint as necessary.

Fix leaks in MU car roof to stop further deterioration of ceiling panels. Temporarily tarp car if necessary.

Develop future paint scheme for Pennsy RPO car.

Determine roof color for repaint on B&O baggage tool car.

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

Freight Equipment

by Supt. Chris Hauf

Dave Luca and Janet Dittmer traveled in late June down to PA to prepare our ex-PRR N5c caboose for shipment to Rochester. They got a lot done including a new red paint job to help identify the car while it is in transit. But another trip will be needed and will probably be heading south sometime in mid-July, so we can get the car shipped and on R&GV RR Museum property by early August. Thanks Dave and Janet!

Jeremy Tuke is putting the finishing touches on a new bench he built with a little help from Chris Hauf in the Erie caboose which gives us additional seating capacity and storage capacity. And it is prototypical too, since Erie blueprints of that series of caboose show a bench next to the stove. Thanks Jeremy!

The Erie will also soon be receiving its second new cupola window. Chris Hauf is putting the final paint on it now and will be installing it as soon as time permits. Thanks again to Ralph Mosher for building these great new windows!

More on Freight Equipment

Progress

We expect to acquire a fallen flag tank car sometime in the next quarter

Money is being raised through efforts of Chris Hauf to relocate MDT steel reefer from out of town to our Museum site later this year

B&O bay window caboose is being prepped by John Redden for final painting of remaining exterior areas

Several freight cars have been relocated to NYMT for display

Plans

Complete exterior painting and lettering of B&O bay window caboose

Determine repaint scheme for Kodak tank car

Add grab irons at Erie Milk car door entrances

Develop restoration plan for FGEX wood reefer

RH

Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to The Semaphore, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas

This editor reads all newsletters received through exchange

Thanks to

Art Mummery for use of submersible sump pump - again.

Carl Scalzo of Hudson Steel for use of tractor trailer rig.

Dave Knab of George Knab Leasing for use of tractor trailer rig.

Walter Morey of Morey Equipment for use of truck trailer rig.

John Redden and Charles Harshbarger for use of utility trailers.

NYMT for sharing track storage space with R&GV RM.

Art Booth and Silk Road Transport for donation of large rubberized tarp.

Gerald Bertoldo for donation of several boxes of badly needed tie plugs.

Tom Kirm for offer of replacement headlight for Trolley #60.

Joe Scanlon, Walter Morey, George Knab and Tom McTighe for advice on reinforcing embankment.

Lynn Heintz for making replacement hinges for Pine Falls lighting frames.

Wanted

- Good, reusable ties and switch timbers.
- Diesel generator set 150kw or more.
- Skid steer loader.
- #3A railroad ballast, 500 to 1000 tons.
- Duff Norton air jacks.
- Low profile track jacks.
- 5-ton and 10-ton spreaders for crane.
- Chain binders.
- Nuts and bolts for 80# and 90# rail joints.
- Two inch tubes for Steam Loco #12.
- Good usable flat car.
- Pallet puller.

Dry mount press wanted

As we continue to create new displays throughout our museum, our library, our train set, and beyond, we have grown a need for a good dry mounting press to properly and permanently mount photographs for display. If anyone has a press in good operating condition which they might be interested in donating, please contact Chris Hauf (381-8583; crhauf@frontiernet.net).

Thanks!

We Can Handle It!

You say you want 6000 square feet of steel building? No problem - just get Joe Scanlon to do three years missionary work.

You say you want to relocate the building eight miles? No problem - just get George Knab to coordinate and load it on a bunch of trailers.

You say you need some heavy equipment to load it? No problem - just get Mendon Enterprises to move our trusty Ford forklift to the site.

You say you need a bunch of trailers to carry the material? No problem - just talk to Hudson Steel, Morey Equipment, John Redden, Charles Harshbarger, George and Dave Knab.

Need some good men on the ground? No problem - just get Norm Shaddick, Dick Bean, Bob Mader, Dan Waterstraat, Bernie Cubitt, Rand Warner, Rick Israelson, Chuck Whalen and Joe Scanlon.

You want a crane operator and/or rigger too? No problem - just get George Knab and Jimmy Dean.

What an outfit! And what a neat way to get our Phase II building expansion established for an extremely attractive price!!!

"The Funds"

Restoration Building Fund: This fund is near \$88,000. This is sufficient to pour the foundation, erect the walls and the roof. This phase is a GO. However more \$'s are required to pour the floor, and install the doors, lights and utilities. Don Shilling is the principal contact here.

EKC #6 Prime Mover Fund: About \$2,950 is on hand of the \$4,200 estimated cost to replace the prime mover in EKC #6. The replacement unit is on the property. John Redden is the overseer.

PRR N-5c Caboose Fund: \$1,550 has been pledged or collected towards the \$5,000 goal to the purchase and deliver this unique caboose design. It is being 'prepped' for arrival by rail. Chris Hauf is this fund's promoter.

MDT Steel Reefer Fund: This is a new fund to raise dollars to pay the cost of truck transportation of the reefer to our Museum. This car is historically significant as it was constructed by the Despatch Car Shops in East Rochester, NY. Chris Hauf is the coordinator for this move.

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

NRHS NEWS

ex-WM complex in jeopardy

The CSX has agreed to sell the 45 acre site of the ex-Western Maryland Railway shops complex (Hagerstown Roundhouse Museum) to the Hagerstown Chapter, NRHS. One BIG problem! The Chapter needs to raise \$500,000 by July 3 of this year!

The HRM has worked with the CSX over the past 10 years to achieve more congenial terms of the purchase. CSX states that this is their estimated cost of demolishing the complex. The complex includes a 25-stall roundhouse, 135-foot turntable, erecting and back shops, and several pieces of heavy equipment, overhead cranes, drop table and wheel lathes.

Just by chance they get a postponement, the contact is Douglas White at 301-975-4761; e-mail dwhite@mist.gov or web: <http://ips-gust.gov/~dwhite>.

Index to Bulletin available.

An index to the *National Railway Bulletin* from 1936 to 1985 was published in 1986. Limited number of copies are still available. Office Manager Lynn Burshin has maintained a computer database of main articles only of the "Bulletin" since 1986. Copies of the pre-1986 index is available at \$2.00 and the post-1986 printout for \$1.00. Contact Lynn at the National NRHS Office, P.O. Box 58547, Philadelphia, PA 19102-8547.

Privatization of Military Base Railroads Under Consideration

If you know how and want to run a railroad, here is your chance. Under consideration are 34 locations. The nearest to Rochester are Fort Drum, and Watervliet Arsenal in NY.

Plans to raise 123 year-old submerged train

The Tacoma Chapter's May newsletter "Trainsheet" reported that plans to raise to the surface a Newcastle coal train from the bottom of Lake Washington. This 18-car narrow gauge train has been at the bottom since a barge transporting it sunk 123 years ago. At the 200 foot level the low 30's water temperature has kept the wood and iron from rotting. Some of the cars are upright and full of coal. The locomotive hasn't been found as yet, but expected to be around.

(Source: NRHS News, June 1998)

Convention Update

By the time you read this, you may be either attending or making final plans to attend the 1998 National NRHS Convention in Syracuse on July 8-12.

"The Green Block", Central NY Chapter's newsletter, reports most events are sold out, and in some cases, additional trips were added. As of June 2nd, 822 persons were registered, 548 had submitted orders, representing about 870 attendees, with new orders coming in all the time. (Source: The Green Block, June 1998).

Steamtown Schedule

The park and museum are open 9:00am to 5:00pm seven days a week except for Thanksgiving, Christmas Day and New Years Day.

The two-hour excursions on the former DL&W mainline are at Noon and 3:00pm on the following schedule:

July 2 - September 7: Thurs, Fri, Sat, Sun & Holiday

September 12 - September 27: Sat & Sun

October 2 - November 1: Fri, Sat, Sun & Holiday

The 1998 Fees (subject to change) in Museum/Excursion/Combination order are
Adult (13-61) \$7.00/10.00/15.00 Senior (62+) \$6.00/8.00/13.00 Child (6-12) \$2.00/5.00/6.00 Child (4 & under) Free/\$5.00/5.00

From the Wires

Bald eagle killed by train

Last year, a young bald eagle was found floating in the Hudson River south of Albany. Officials said the eagle died from a blunt impact and strongly suspected that it was struck by a train.

(Source: *Democrat & Chronicle*, July 25, 1997, page 7B).

Cellular Phone + Train = Danger

On Monday evening, May 18, a Hornell man was walking along the Conrail tracks talking on his cellular phone. "To reduce background noise, he stuck a finger in his other ear - and did not hear a Conrail freight train coming, even when the engineer blew the horn and threw a water bottle at him".

"Unfortunately the water bottle missed and the train didn't" said a Hornell Police Officer. The man was treated for abrasions, and may face a trespassing charge.

(Source: *Democrat & Chronicle*, May 23, 1998, page 1B.)

Here's a Twister

This version of the following 'twister' was read by Don Shilling at a recent membership meeting. He submitted it for publication in this newsletter. Recent newsletters from other chapters have contained other versions.

The Turnout of the Toronto & York Division of Canadian Railroad Historical Association has printed a Toronto-based version and gave reference to its probable original source: "C&O Railway Employees" Magazine, Vol. VI, No. 1, February 1921.

'THE UPPER IS LOWER'

"Let me have sleeping accommodations on the train to Rochester," I said to the man at the Chicago window, who didn't seem at all concerned whether I took the trip or stayed at home.

"For a single passenger?" he finally said.

"No," I replied. "I'm married; but I'm not taking anybody with me. A single berth will do."

"Upper or lower?" he asked.

"What's the difference?" I inquired.

"A difference of fifty cents," came the answer. Our prices to Rochester are \$4.50 and \$5.00. You understand of course," explained the agent, "the lower is higher than the upper. The higher price is for the lower berth. If you want a lower, you'll have to go higher. We sell the upper lower than the lower. It didn't used to be so, but we found everybody wanted the lower. In other words, the higher, the fewer."

"Why do they all prefer the lower?" I broke in.

"On account of the convenience," he replied. "Most people don't like the upper, although it's lower, on account of its being higher and because when you occupy an upper you have to get up to go to bed and then get down when you get up. I would advise you to take the lower, although it's higher than the upper, for the reason I have stated, that the upper is lower than the lower because it is higher. You can have the lower if you pay higher, but if you are willing to go higher, it will be lower."

D&Mt.M's #1 now in Michigan

Michigan's Adrian & Blissfield RR recently acquired Bay Colony 411 which was originally Dansville & Mount Morris 1. This was the last General Electric 44-ton (S/N 32664, 10/56) locomotive produced. (*The Michigan Railfan*, May/June 1998)

LA&L Stockholders Meet

by Bob Fitch

It was a gray, hot and humid afternoon on June 25th when the Officers, Directors, Employees and Shareholders of the Livonia, Avon and Lakeville Railroad assembled at the Engine House in Lakeville for the Annual Shareholder's Meeting. The mood of those in attendance was anything but gray, however, since they'd already been to the bank to cash their annual dividend checks, this year at \$18 per share.

The Officers went through the usual formalities to start the meeting and then got into the good stuff, some of which is summarized following.

Gene Blabey, Vice President, reported on his trip to Dallas to receive *Railway Age Magazine's* coveted "Short Line of the Year Award for 1997". Of the 600+/- U.S. shortline railroads, the LA&L was at the top of the list!

Bill Burt, General Manager reported that the line's marketing effort resulted in a 49% increase in cars being handled in the last two years. With the sale of Conrail to CSX and NS it appears the Surface Transportation Board is going to eliminate the "fire wall" between the LA&L and the Rochester and Southern which will allow the LA&L to interchange with the R&S. The net result of this is that the LA&L will be able to interchange with three Class 1 railroads (CSX, NS and CP). They have been rehabbing the acquired properties with the help of Federal and State grants. This is necessary because the tracks must be able to support the full weight of mainline cars or else the connecting Class 1 lines will not want to handle cars for the LA&L. Work is also getting underway on the Steuben County lines.

Tom McTigh, VP and Chief Engineer, reported the contractor working parallel to the West Shore from Genesee Junction is replacing 800 ties per day with roughly 50% of the ties needing replacement. The second project is the line south from Mortimer where some of the track is 100 years old. (Conrail really deferred maintenance.) They are looking at replacing the old 90# rail with 133# welded rail which will allow 25 MPH operation. They are ultimately aiming at being able to handle cars weighing 315,000 pounds. The same will hold for the Bath to Cohocton line. (The contractor is working days and the LA&L operations are now being run at night, which has surprised some of the neighbors when the engineer whistles for the crossing.) He also pointed to the excavation on the east side of the Engine

House where a new foundation has been poured. This is to accommodate a 200 foot long addition to the building which will allow them to store inside their trainset of three MUed locomotives this winter.

A question from the audience regarding possible excursion service was answered with a "Possibly one time per year". The LA&L is a freight road and their primary goal is to get that up and running.

It was a real positive meeting and everyone left with good feelings that the railroad is being well run by a great group of Officers and Employees.

(Bob also reports that 4 or 5 Chapter members were in attendance.)

An Interview

Edward VanLeer

Edward VanLeer joined the National Railway Historical Society over 50 years ago. In December 1996, Bob Miner, our National Director, presented Ed with his gold 50-year NRHS pin. By our accounts, this makes Ed our Chapter's senior member. We could not find records to indicate such, but since Ed was living in Rochester 50 years ago, one would have to assume he was also a member of our Chapter. However, he is not our oldest member. Ed's age is 83; Sam Grover was 96 this last May.

Ed's role as a Chapter member is 'supporting' in that he was not active at the officer level. The same can not be said for his involvement with the National Model Railroad Association, where he served as the National President for two terms in the 50s (1951-52 and 1952-53). Ed attended the Valley Forge NMRA Convention several years ago.

Ed's preferred scale was not 1:1. His main interest was in model railroading in almost all scales - including live steam! It didn't matter whether it was traction or mainline railroads. He built from scratch a Lehigh Valley camelback.

In live steam, he built a 3/4" scale Hudson with 3 or 4 cars and had a backyard rail line on his property at Wendhurst for 50 years. That existed until a year ago last November, when he and his wife moved to an apartment. He is a charter member of the Finger Lakes Live Steamer group which formed in the mid 1940s.

His most active gauge was HO which developed into an extensive home basement layout. Upon selling his house, he donated (most or all?) of this layout to the model railroad group currently housed at NYMT. Dick Luchterhand, who oversees the

NYMT's HO layout, is creating display spaces for Ed's models. (Dick recently joined our Chapter.)

One of his models, a steamer, won first prize in a national contest. He has retained this model.

Between 1949 and 1955, he wrote 17 articles that appeared in *Model Railroader*.

Ed's early years were in the Philadelphia area. He attended Penn State where he was granted a degree in mechanical engineering in 1936. (That must explain his 'scratch building' endeavors.) This was in the height of the Great Depression. He applied for a job at Kodak along with various other companies. When he received a job offer from General Electric, he wrote Kodak about the offer. Kodak countered immediately by telegram with an offer, which Ed accepted. He retired from Kodak in January 1975 after 39 years. Most of his employment was in the purchasing department in support of purchasing mechanical equipment as Kodak's equipment was mostly 'home-built'.

His father, who was a pharmacist, died in the 1918 flu epidemic, leaving his mother, two sisters, and Ed at age 3.5. His mother remarried and the family moved to a Philadelphia suburb.

He met his wife, Grace, through church activities in Rochester. They were married in 1942 and moved to their Wendhurst home for the next 54 years until last November. They have two daughters. One died in a car accident; the other is living in Livonia.

Ed and Grace now live at 307 Hawks Nest Circle, Rochester, NY 14626 and his phone is 720-9354.

Trip Report

Pennsylvania Trolley Museum

Reported by Bill Heron

The Pennsylvania Trolley Museum is located outside of Washington, PA, about forty miles south of Pittsburgh. The location of the museum came about because a group of Pittsburgh area trolley fans found a site that included an adequate amount of land as well as a segment of the discontinued Pittsburgh Railways interurban line from Pittsburgh to Washington. Today, PTM operates cars on this right-of-way, and plans to extend it further north on the original grade in the near future. PTM also has gradually developed an east-west line which connects to the north-south segment at the museum's headquarters area. The east-west line follows the

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Trip: PA Trolleys (Cont'd from Pg 6)

grade of an abandoned branch of the PRR, originally built to serve a coal mine.

Over the years since the start of activities at the present site in 1953, the PTM has acquired a sizable fleet of equipment including 42 electrically powered cars as well as other survivors such as a former NYO&W caboose. Less than half of the electric cars are operable, but the non-operable cars are protected from the weather and will get their turn in the shop as time, money and volunteer labor allow.

All in all the collection well represents traction in both the Pittsburgh and Philadelphia areas, ranging from a Pittsburgh horse car built in 1893 through three PCC cars built in 1949. One of the operable gems is the "Street Car Named Desire", car 832 from the New Orleans Public Service fleet. A member of PTM saved it in 1964 when New Orleans was scrapping a number of Perley Thomas cars considered surplus at that time.

Pennsylvania is represented by cars from Philadelphia and Pittsburgh as well as equipment used in suburban and interurban operations. Operable examples include #66, a Philadelphia Suburban car built in 1926 by Brill, #5326, a Philadelphia car built in 1923 by Brill, #3756, a Pittsburgh car built in 1925 by Osgood-Bradley and #1711 a Pittsburgh PCC car built in 1949 by St. Louis Car Co. The "Desire" car also operates regularly.

The ride itself is excellent. The first leg is straight stretch over the former Pittsburgh-Washington line. This is nice, but routine. Next the car returns to headquarters and traverses the Arden Valley line. This follows a stream up the valley and goes through a wooded area as well as a lush pasture where thoroughbred horses may be seen grazing. Few "tourist" lines, particularly short ones, can match the Arden Valley run for scenic beauty or ambiance.

If you're anywhere near Pittsburgh you really would enjoy an outing at PTM. The volunteers are friendly, the fleet is intriguing and the ride is a beauty.

Contributors to this issue:

Chris Hauf, Bill Heron, Dave Luca, Don Shilling, Charles Robinson and Rand Warner, with excerpts from *NRHS News*, *Rail Times*, *Democrat and Chronicle*, *The Michigan Railfan*, and *Trains*.

BY FERRY TO CANADA

by Bill Heron

Recently there has been a lot of coverage in Rochester area media regarding the possibility of ferry service between Rochester and Toronto. People in my age bracket are likely to remember when there really was ferry service from Rochester to Canada. The cross-lake destination, however, was Coburg, Ontario rather than Toronto.

My personal memory bank includes fond recollections of trips to Coburg during the first half of the 1940's. The Baltimore and Ohio offered this opportunity. The primary purpose for the B&O's ferry operation was to move hopper cars full of coal to Canada and then to bring back the empties. Passenger service was an add-on, a source of some extra revenue, but not the main show. In order to handle the cross-lake coal traffic the B&O employed two ships, the "Ontario I" and the "Ontario II". Whatever differences there might have been between the two were minor and not easily seen.

Riding either "Ontario" to Coburg was a very pleasant outing when the weather was good. The trip started at the B&O station on West Main Street. It was here that one bought one's ticket. From the railroad's standpoint it was a four segment round trip, Rochester to Charlotte, Charlotte to Coburg, Coburg to Charlotte and Charlotte to Rochester. Hence a fairly long four part ticket was the standard issue, quite impressive to one not experienced in the ways of railroad ticketing back at that time.

Ticket in hand, travelers boarded a passenger train, pulled, naturally enough for those days, by a steam engine. Eventually the train reached the B&O dock on the west side of the Genesee River just a bit south of Charlotte.

One then left the train and boarded a ferry. On the bottom deck there were several railroad tracks onto which a switch engine pushed the coal-laden hopper cars. It was fun to watch this. It had to be done just so in order to keep from tilting the ferry too much to one side or the other.

Above the tracks there were passenger accommodations, a place to buy refreshments, toilets and sort of a dance hall. The thing I liked to do was to stand as far forward as I could and watch the bow of the boat slice through the waves. The ferries were heavy and consequently they rode quite well. I suppose they could have rolled a lot in a real storm, but on the days I rode there was no inkling of seasickness. After a run of maybe two and a half hours or so, (don't

quote me on the time), the ferry reached Coburg, located almost directly across Lake Ontario from Rochester.

While the loaded coal hoppers were taken off, passengers were at liberty to explore Coburg, having of course successfully passed through the Canadian immigration and customs gate. It didn't take long to explore Coburg. It was a nice little place, but there wasn't much to it. I always had an urge to buy something exotic from a foreign land. The only purchase I can remember, however, was an ice cream cone.

The ferry's whistle would sound a very loud blast when it was time to come back on board. In due course we were on our way back to Rochester where we got back on a train to take us to West Main Street. It always was a fun day for me, and I know I rode more than once. In later days the boat train no longer operated and one had to get to the ferry dock by other means. I surely wish there was something like this going on today. I'd love to take my grandchildren.

Library

(Cont'd from Pg. 2)

Gale Smith and John Stewart. Gale, with the aid of the computer, has entered previously inventoried books, added new ones to the inventory and has been assigning 'keywords' to aid in searching for particular subjects. This effort is now paying off handsomely because it is now being enhanced by our new call numbers and will serve as the basis for the library catalog system.

Most all of the NYMT books have been processed and now need permanent spine labels and arranging in proper order on the shelves. Another load of library books awaits the library crew in the refrigerator car presently located on a NYMT siding. We await the relocation of this car for easy unloading. We still have plenty of other things to do at the library.

I would like to remind the membership that if any of you feel that you have missed out on years of back issues of *Trains*, *Railroad and Railfan*, *Railroad* and many other fine railfan publications, we have an unparalleled opportunity for you. Just come out to the library on Monday evenings and load up! For a modest library donation many duplicates of these classical railfan publications are available for your personal library.



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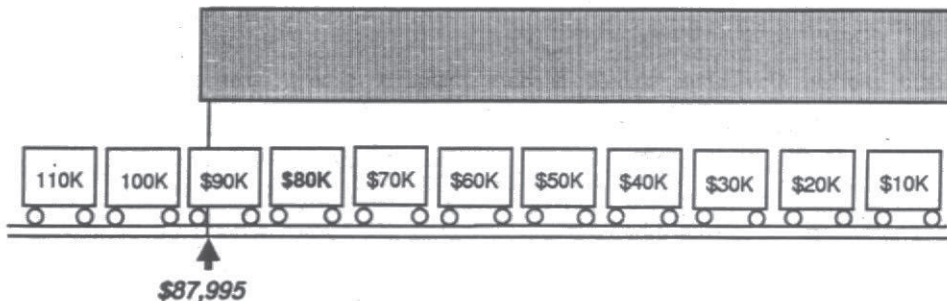
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The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise – the building moves rather than the train – easier to do!



The Semaphore

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 National Railway Historical Society
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