



The Semaphore

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

August 1998
Volume 40, No. 12

Program for August 20

Traction Night

As part of our Summer series of Chapter Meetings at the Museum, our August Chapter Meeting on Thursday, August 20 will feature our assorted traction items at both RGVRM and NYMT.

Look for trolleys P&W #161 and #168, Philadelphia C-130, EC&W #107, R&E #157, Batavia #33, Rochester City car #437, and Sand Car #0243 at NYMT along with R&E waiting room.

Look for Rochester Subway Trolley #60 and RL&B waiting room at RGVRM.

We hope to have a number of the above items lighted and manned for all our visitors.

You might even see our line crew at work putting up a pole, bracket arm, or span wire!

We hope this evening gives everyone to enjoy and get a better appreciation of our Electrification Program.

Diesel Days:

Sat & Sun, August 15 & 16

A joint NRHS/RGVRM/NYMT Special event will feature our diesel locomotive assortment for the weekend.

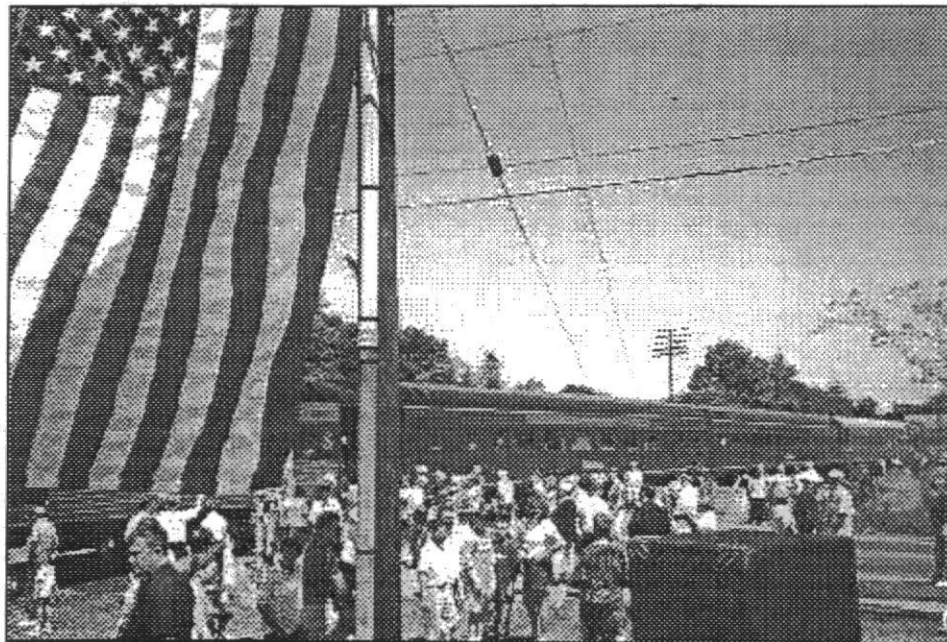
We hope to have most, if not all, of our fleet of six diesel locos running for the public.

We also hope to offer some operational, capability over some portions of our track-

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.



Auburn saw its last passenger train '61 or '62 when a passenger train was rerouted through the city because of a snowstorm. Hence they came out to welcome the National NRHS Convention Special. Don Shilling Photo

THE NRHS CONVENTION, SYRACUSE 1998

Reported by Bill Heron

Is it possible that someone could be an NRHS member for almost forty years yet never attend an annual convention? For reasons I can't explain even to myself, that was how it was for me. Things changed when Syracuse was chosen as the site for the 1998 affair, I knew that I had to go. Thus, when I report that in my opinion our colleagues in the Central New York chapter did an excellent job of planning, organizing and bringing off "Empire Heritage Rails", it's proper to say that this reporter has no prior experience upon which to base that opinion. What I do know is that it would be very hard to surpass what I experienced at this year's convention.

Things got rolling for me on Wednesday July 8 with a trip on the Tioga Scenic Railroad. The weather was not the greatest. In fact flash floods had damaged the road bed near the end of our planned turn around point which caused the trip to be a mile or so shorter than otherwise would have been the case. We were bussed to Owego, NY where we boarded our train which was headed by an SW-1. From Owego we ambled north for

about fifteen miles over a line owned today by the Tioga County Industrial Development Agency. TCIDA leases the line to the Owego and Harford Railroad which operates freight service and controls the Tioga Scenic. Originally this line was part of the Lehigh Valley branch which went from Sayre, PA to North Fairhaven, NY.

This trip provided me with a low key beginning for the convention. The Tioga Scenic is not something that many of us would go out of our way to ride, rare mileage collectors excepted. The view out

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Timetable of Events

Aug 15 & 16: Diesel Days

Aug 20: Traction night

Aug 28: *Semaphore* input due

Sept. 12: Annual Picnic at Depot

Sept. 20: First run of Fall Foliage Trips

Sept. 26: Open House at Library

Sept. 27: Second run of Fall Foliage Trips

Fall Foliage Trips to Start

The 1998 Schedule for the Chapter's Fall Foliage Trips from Sodus to Newark and return is:

Sundays: September 20 and 27

October: 4, 11 and 18

Saturdays: October 10 and 17

There are two trips each day with departure times at 12 Noon and 2:15 P.M.

This is a 34-mile, 2-hour trip using the former New York Central stainless steel *Empire State Express* railroad passenger cars. This scenic route is over two former railroads: the NYC Hojak and the PRR Elmira Branch, both of which are now owned by Ontario Midland Railroad.

Ticket prices are: \$10 for adults, \$6 for children (3-15) and children under 3 ride free if seated on an adult's lap.

Tickets may be purchased by phone and credit card or by mail order: NRHS Trip Tickets, P.O. Box 1161, Webster, NY 14580. Be sure to include a stamped, self-addressed envelope. For information call 716-224-0581 (3-9 P.M.)

Whether asked — or not: VOLUNTEER!

These seven days of Fall Foliage trips produces a lot of 'Green \$\$\$\$' — a lot more this year as the cars are paid for! This will allow the Chapter to increase the support of its many activities. *So step-right up, folks, and volunteer a day or several hours in support of:*

- Parking Detail: Jim East, 377-5389
- Car Host: Jim East, 377-5389
- Concessions: Janet Dittmer, 288-0318
- Ticket Sales: Marie Miner, 671-3589
- Fleet Preparations: Bob Miner, 671-3589 or Dave Luca, 288-0318.
- On-board Store Sales: Dave Luca, 288-0318

Special Family Fare for Sept. 20 ONLY

For both trips on Sunday, Sept. 20th, the fare for children will be \$3 — \$3 off the regular Children's fare.

Membership Report

Chris Hauf, Chairman

No new members or changes of address received since the last report.

On change of address please notify Chris Hauf, 381-8583, crhauf@frontiernet.net (who will notify the National) and also Dan Cosgrove, 352-6931, railbuffdc@aol.com, who maintains the Chapter's mailing list.

Need September Semaphore Input Early

Come that period around Labor Day, this editor heads to Ohio for an extended week. Thus, input for the September issue should be in his hands by **August 28** (a Friday).

Thanks in advance.

Dick Barrett injured in fall

Richard Barrett had a serious fall breaking his arm to where surgery was required. This report came as this issue was being set for 'press'. We hope that the surgery was successful and that Dick will have a speedy recovery.

News from the Webster Site

Library Report

by Charles Robinson, Chairman

The members of the library committee have forged forward again this past month toward our goal of providing a useful library for the membership. Your chairman, recently on a travel binge that has taken him away from these activities on more occasions than usual, can only express the appreciation of these accomplishments by others on the behalf of our members. The library committee has decided to target Saturday afternoon September 26 for an open house for the membership. Hopefully we will be in position a reasonable time after that to provide full library services to the members.

Both the library activities of cataloging and shelving the books has continued plus the very important building repairs and up grades have been completed.

Chris Hauf has removed the books from the stalled refrigerator car and has brought them to the library. This was the last large cache of books that remained outside the library. Gale Smith is continuing his diligent work in entering the additional book inventory into the computer. Teresa Kellet and Steve Oagley have shelved in their proper order those books that have been assigned

call numbers. The remaining steps for the of book collection is to finish the computer inventory of the books from the refrigerator car and to tag them, to review the book call numbers as we have noted some conflicts, and to finally fix permanent spine labels to the books. This is to prepare for browsing during the open house in late September.

Now most of the immediate problems of the library building have been corrected. Bob Miner has boarded up and plugged most of the holes where small animals or birds could enter and roam around inside the library walls and ceilings. He has also installed additional shading to the windows and skylights to protect the contents from excessive sun and to prevent possible intruders from viewing the inside of the building. Bob and Dave Luca have finished repairing the heating system and it is now operational. We are at last prepared for the winter months. Dave has added an opaque cover to the skylight in the book room and has climbed underneath the building to cover the building climate control ducts with insulation. This will increase the efficiency of both the heating and air conditioning systems. Rand Warner removed several steel shelves and transfer file cabinets to provide more work-

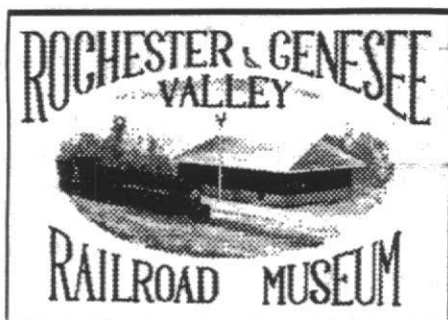
ing space in the back room. Yours truly has contributed by plugging the last elusive roof leak.

Surplus Magazine Sale

A small donation to Library Fund requested

Large quantities of back issues of *Trains*, *Railroad and Railfan*, and *Railroad Magazines* are available to those interested in completing their collections. Other miscellaneous rail magazines such as *Passenger Train Journal*, *Extra 2200 South*, and *Locomotive & Railway Preservation* are also available. The sale is in progress every Monday night after 7:30 PM at the Webster Library Site off May Street in Webster. Heading North on Route 250 (Nine Mile Line Road) and beyond the Webster Main Street intersection, May Street is on the right between the Route 104 overpass and the covered railroad grade crossing. The library is the double bright red caboose building that is on the northeast side of the parking lot at the east end of May Street.

To be on the safe side, please call Stephen Oagley, 865-6535, or Charles Robinson, 377-4245, before embarking on a long trip to the library these Monday evenings.



Rand Warner, Manager, 425-8587

Trolley #60

Coordinators: Dave Luca, Rand Warner, Bill Chapin

Progress:

The trolley is now on site and we have paid the \$4850 transportation bill. Sponsors are needed to support the cost of this effort.

Chris Hauf of our Development Committee has successfully submitted a grant request to our National NRHS and received \$1,800 to be applied to exterior restoration.

Additional pledges have been promised from at least two Chapter members so far.

An initial supply of two 4'x8' metal sheets has been received for body repair work.

Dee Mowers, Tom Kirm, Chuck Whalen and Rand Warner have located sources for authentic prototype rope retriever, trolley pole, roll sign, headlight, seat cushions, lights and fixtures needed to make the car complete.

Track & Right-of-way

Acting Supt: Rand Warner

Progress:

By the time you read this we should have all bad ties replaced in the S-curve and new stone ballast added to secure ties in place. Thanks to all our gandy dancers: John Redden, Dave Luca, Dan Waterstraat, Don Wawrzyniak, Kevin Klees, Rand Warner, Rick Israelson, Chuck Whalen, Jim Johnson, Bob Mader, Chris Hauf, Bill Chapin and others.

Rand Warner has met with two railroad contractors and several civil engineers regarding our slope problem. We are now working on implementation strategy from the several different approaches to drainage and retaining structures that have been suggested.

We have talked with contractors working on the LA&L RR rehab work and have

George Knab and Chris Hauf discuss excavation and grading progress at the building site for the new Restoration Building. Rand Warner photo.



Our own James Stewart, a structural engineer, is looking at rehab of framing structure.

Plans:

- Develop Phase I Funding for \$10,000 for acquisitions and exterior cosmetic restoration.
- Develop Phase II Funding for \$10,000 to address structural and running gear restoration.
- Begin sheet metal work and establish painting plan.

quotes on work to be done for our track to provide rehab/alignment and surface, stone and track materials.

Machine and operator to upgrade our 1.5 miles of mainline will cost about \$3,000 for NRHS/NYMT jointly.

We must have more stone in place on the line to make use of the machines effective - upwards of several car loads. We should raise another \$3,000 to bring in stone in quantities jointly with NYMT.

Plans:

- Complete S-curves rework.
- Raise funds for contractor.
- Hire contractor for two days.
- Price out additional track and switches.
- Repair slope problem on hill.
- Lay out new sidings.

New Restoration Building

Project Engineer: Joe Scanlon

Progress:

George Knab has spearheaded excavation and grading, assisted by Joe Scanlon, Scott Gleason, Dan Waterstraat, Dave Goodwin, Jim Loomis and others.

Joe Scanlon, Dave Luca, Dan Lanni and Charlie Lowe/NYMT have surveyed and set final building corners.

John Weber has been supplying engineering drawings and sketches.

Our chosen contractor has been notified and will start work about August 1. A contract is signed.

Excavation and grading to permit contractor to start is essentially complete and satisfactory at this time.

Joe Scanlon has set grade stakes for all our excavation efforts.

Plans:

- Start contractor on schedule about August 1 as planned.
- Support contractor's footer concrete work with backhoe shovel, backhoe tractor or RotoHoe.
- Continue follow up on details of floor slab.

Freight Equipment

Supt. Chris Hauf

Progress:

The B&O bay window caboose is getting sand blasted, painted and primed by a contractor, coordinated by John Redden.

New windows for the Erie caboose and BR&P caboose are in final fabrication by Bill Limburg.

Chris Hauf is developing a phased restoration plan for the wood FGEX reefer and we continue to collect relevant artifacts.

Dale Hartnett, assisted by Chuck Whalen, is sanding, scraping, repairing, priming and painting distressed areas on NYC wood caboose.

Plans:

- Complete exterior painting of B&O bay window caboose and apply lettering. Resume interior rehab.
- Complete window work for P-C transfer caboose and Erie caboose, and resume exterior work on P-C unit.
- Complete exterior tune up and painting on NYC caboose.
- A Pennsy N5-c caboose is in the works.
- A fallen flag tank car is promised.
- An MDT steel reefer is in the mill.

Passenger Equipment

Supt. Bob Miner

Progress:

Erie Stillwell coach west side has been primed by Chuck Whalen. It already looks much improved!

Lights and other fixtures and areas in *Pine Falls* are getting attention from Gale Smith.

The DL&W baggage car is getting more new displays for visitors, being setup by Chris Hauf.

Excursion train set is getting windows polished, brake valves updated, and other work accomplished. Bob Miner, Dave Luca and others are looking for your help on Wednesdays at Webster.

Plans:

- Complete priming and painting of Erie Stillwell coach.
- Finish displays update inside DL&W baggage car.
- Finish rehab/replacement of all ceiling fixture lights in lounge area of *Pine Falls*.

Buildings and Grounds

Supt: Dave Luca

Progress:

Neil Bellenger, Dave Luca, Chris Hauf and Jan Dittmer have been clearing weeds and brush to make all our areas look more attractive.

Janet has expanded our garden on the bank behind our Museum billboard sign. She also planted flowers at our Caboose/Library site in Webster.

Dave Luca has excavated a hundred foot drainage ditch east of the Depot — by hand!

Dave's son has prepared a landscaping plan for our land immediately west of the LA&L RR right-of-way.

Bill Chapin and Dave Luca are keeping our lawns mowed and our John Deere mower repaired.

Dale Hartnett is cataloguing available structures.

Plans:

Continue drainage improvements exterior to Depot.

Get a contractor in to look at drainage improvements to Depot basement.

Continue clearing and beautifying our landscape.

Dave Luca plants recently purchased items from a farm market. Janet Dittmer applies the ever important touch — water.

Steam Loco #12

Foreman: Ron Amberger

Progress:

Kevin Klees has designed and built our own 2" flue cutter. He has tried it out on the first two tubes and now has further improved it.

Ron Amberger is removing the last of the plumbing and hardware on the backhead/firebox area to permit removal of jacketing.

We are evaluating potential candidate contractors for boiler and cylinder lagging, crown stay replacement and boiler tube replacement.

We are continuing to locate sources for additional special tools, spare parts, and consumables.

Plans:

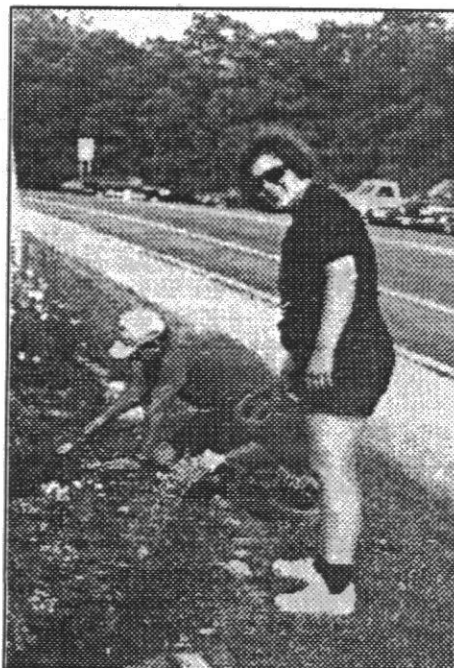
- Complete removal of hardware, fittings, jacketing and lagging.
- Complete removal of all flues/tubes to permit final boiler interior inspection and application of special paint.
- Undertake rehab of turbo-generator, air compressor, lubricator and injectors.

Motive Power

Supt: John Redden

Progress:

John Redden has spearheaded removal, repair and replacement of water pump on Alco diesel, EKC-9, and it is ready to run again. Thanks for help to Dick Holbert, Norm Shaddick, Bob Miner and Don Wawrzyniak.



Our large blue Trackmobile now has a coat of wax, thanks to John Redden, and it really shines. What a difference! This Trackmobile has really earned its keep the last two months — helping with cramped switching moves under difficult constraints.

Locomotives NKP #79, Army #1843 and the Trackmobile have been our mainstay so far this season.

Plans:

- Prelube, fill water, fire up and checkout RS-1 (EKC #9).
- Charge batteries, prelube, fill water and fire up LV #211 (RS-3m).
- Continue rehab work on the GE center cabs: RG&E #1941 and EKC #6.
- Continue rehab work on our other Trackmobiles.

Train Operations

Supt: John Redden

Progress:

We are getting considerable operating experience with our Trackmobile and now have several qualified operators.

The July Chapter Membership night at our Museum featured a 3-unit lashup of Alco S-4 (NKP #79), Fairbanks Morse H44-12 (Army #1843), and Alco RS-1 (EKC #9). They made a great sight as the push-pull consist travelled up and down our trackage a number of trips. Track car shuttle service was provided from the Depot up to the big engines at Switch #6.

A lot of hard work switching and relocating our extensive collection has gone on recently to accommodate temporary siding reduction during our new building excavation and construction phase.

Plans:

- Continue Trackmobile training.
- Continue locomotive training.
- Develop air brake course.
- Expand "Operation Lifesaver".
- Broaden safety overview.

Construction Equipment

Supt: Joe Scanlon

Progress:

Scott Gleason, George Knab and company are replacing slave clutch cylinders on our Link Belt RotoHoe.

Large Pettibone four wheel drive/steering fork lift has been moved in by Joe Scanlon, George Knab, Dick Bean and Rand Warner. Bob Mader and Dick Bean are working on rehab.

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Construction

(Cont'd from Pg 4)

Balmar Backhoe tractor is getting attention on fuel system and steering clutches from Bob Mader and Dick Bean.

We are continuing to expand our acreage on the west side of LA&L, coordinated by George Knab.

Joe Scanlon has hired contractors to degrease, sandblast and paint several pieces of heavy equipment using proceeds from sale of excess equipment.

Plans:

- Complete painting of dozers, graders, roller and crane.
- Clean up west bank of new land area next to power pole line.
- Rehab Balmar backhoe and Pettibone forklift, to support operations.
- Repair 20-ton & 35-ton P&H cranes on rubber, as necessary to support operations.

Electrification

Facilitator: Rand Warner

Progress:

A rectifier unit of 500kw capacity is on order

Approximately 150 feet of #4-0 copper insulated cable is on hand for hook-up.

We are in process to acquire a full reel of #4-0 copper cable to support initial trolley testing

Jim Dierks is chasing spare trolley parts.

Rand Warner and Charlie Lowe are chasing trolley trucks

Rand Warner is chasing loan and donation of diesel generators

A supply of impedance bonds for signal circuits has been located.

Leads for a bucket truck are being pursued.

Plans:

- Receive and hook up diesel generator set and rectifier
- Wire up trucks on Sweeper C-130 for checkout and run.
- Check out Trolleys P&W #161 and #168 for operational use.
- Continue pursuit of tag power unit for interim use.
- Start putting up refurbished bracket arm assemblies on poles.
- Start putting up span wires across poles at NYMT barn area.
- Acquire bucket truck and put into operation.

NRHS NEWS

1998 Heritage Grants Awarded

Grants totaling \$15,000 were awarded to nine chapters from the NRHS Heritage Grants Program. They were:

- \$1,500 – Central Florida Chapter: roof replacement at restored depot and museum.
- \$1,000 – Philadelphia Chapter: cab signal equipment for Reading FP-7A Locomotive #903.
- \$800 – Lancaster Chapter: cab signal equipment FP-7A Locomotive #902.
- \$1,800 – East Carolina Chapter: restoration of Heisler Locomotive #7.
- \$900 – RR Museum of South Florida: cosmetic restoration of ACL Loco #143.
- \$1,800 – Gulf Wind Chapter: rehab of Lloyd, Florida railroad depot.

- \$1,800 – Louisville Chapter: restoration of 1927 Brill Motor Car.
- \$1,800 – Rochester Chapter: restoration of Rochester subway car #60.
- \$1,800 – Hagerstown Chapter: repair of Hagerstown roundhouse turntable.

1999 Convention Info

The Central Coast Chapter, NRHS and the Railway and Locomotive Historical Society will jointly sponsor the Railfair 99 to be held June 19-27, with headquarters at the California State Railroad Museum in "Old Sacramento".

Railfair 99 is also part of the California Goldrush to Statehood Sesquicentennial.

Over 20 operating locomotives are expected along with other pieces of visiting railroad equipment.

The Central Coast Chapter has set up a new web site for information: <http://www.w.goldenstaterails.com>.

Convention

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the coach window offers little that is truly "scenic". That word, "scenic", seems to be very popular these days with tourist line operators. I guess the ride would be a lot less appealing if it were described as being largely a trip through a "green tunnel", (trees, bushes, shrubbery, etc.). On the plus side, the train crew, both the CNY chapter people as well as Tioga Scenic's own people were pleasant, helpful and knowledgeable.

On Thursday July 9 I was among about five hundred people who bussed to Utica to ride on the Adirondack Scenic Railroad. (There's that word again.) The trip began with a run of about twenty miles, from Utica to Remsen, NY, on trackage operated by the Mohawk, Adirondack & Northern Rail Road. This is a freight line and is part of Genesee Valley Transportation's portfolio. A major part of MA&N's business is hauling hard wood timber to the interchange with Conrail at Utica from where the loads go to a Hammermill Paper Co. plant at Erie, PA. The trackage is in good shape and even includes some welded rail.

At Remsen we switched to the Adirondack Scenic's own line. At present, service on this line ends at Thendara, which is very close to Old Forge and about thirty miles from Remsen. Currently it is planned to reopen the line from Thendara all the way to

Lake Placid. For 1998, The Adirondack Scenic operates a pair of short trips out of Thendara. Starting August 8, round trips, Utica-Thendara-Utica, will be offered five times per week and continuing through Labor Day. The NRHS trip was a dress rehearsal for the expanded service and I heard that a lot of intensive work went into getting things ready for it by the promised date, July 9.

The train was headed by Adirondack Scenic RS-3, #8223. This is said to have been NYC's first RS-3 built for passenger service. Today it wears a paint scheme very much like that from its days on the "Water Level Route". The second engine was an MA&N C-425, painted in that road's colors. The consist included some air conditioned cars that originally were owned by the Canadian National. Several important members of the Rochester chapter rode in these first class accommodations including Dave Luca, Norm Shaddick, Bob Miner and Don Shilling. Open window coaches, ex-CN commuter cars, also were offered for those of a more egalitarian bent. (This is where I rode.)

For most of this trip it is a stretch to say that it is "scenic". There are many miles of "green tunnel". From about Forestport, however, which is two thirds of the way from Utica to Thendara, the view truly is scenic. The line generally follows the Moose River and river views are attractive, with small

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Convention

(Continued from Page 1)

sets of rapids appearing every now and then. Water enthusiasts can put their canoes or kayaks into the water at Moose Lake, near Thendara and navigate several miles down stream to a place where the Adirondack Scenic has a pickup point which is serviced by northbound trips returning to Thendara from Minnehaha.

One of the rare sore spots for the entire convention took place at Forestport. The CNY chapter had arranged for a buffet lunch at a local restaurant. The restaurant's management certainly knew how many people to expect and at what time, yet serving arrangements were absolutely inadequate in spite of the fact that CNY had arranged for half the passengers to be fed at one sitting while the other half had a photo runby. Try standing in line for an hour in the hot sun waiting for a very late lunch and you'll be able to understand the groans and grumbles, particularly from those scheduled for the second sitting. As a result of this fiasco, the schedule for this trip ran two hours or more overtime. Nonetheless, people I talked with on the way back to Syracuse seemed to be happy with the trip. One big reason for this was the excellent hospitality extended to all travelers by CNY members, GVT people, representing the MA&N and people from the Adirondack Railway Preservation Society.

On Friday July 10, I took advantage of a special tour on OnTrack, a New York Susquehanna & Western Railway operation that provides rapid transit service in Syracuse. Former DL&W trackage is used. The OnTrack line is essentially north-south and operates from Jamesville Lake on the south end to Carousel Mall on the north. Most southbound trips, however, terminate at Syracuse University. Going north from there, there are two stations, Armory in downtown Syracuse and then the mall. Plans are underway to extend the line northward to reach the new Syracuse transportation center which will serve both Amtrak as well as intercity bus lines. A further extension to the home of the Syracuse Sky Chiefs baseball team, P&C stadium, also is planned.

For the convention trip a special train had been put together. It consisted of three Budd RDC cars, nicely restored and wearing Susquehanna colors. They came from MetroNorth and originally served either NYC or the New Haven. First we ran north to the mall. On the way south there were two photo runbys and then a special stop. The CNY chapter rents space at an abandoned cement

plant adjacent to the Susquehanna's line and this is where chapter members work on equipment. That they are able to do such good work as evidenced by their pair of beautifully restored E-8's is remarkable since their work area has no running water and no electrical service. (They do operate a small generator of their own.)

Seen in the CNY "yard" was a Budd RDC from the Pennsylvania-Reading Seashore line. It needs a lot of work, but ought to be a nice unit when it is done. Also seen was an ex-Milwaukee E-7 and a lone stainless steel, flute sided coach in need of a lot of work. For the future, the chapter would like to acquire more passenger cars, an attractive thought since their connection with the Susquehanna provides ready access to many possibilities.

Friday evening was the date for the convention banquet. The food was very good. The program, while perhaps necessary, was something I could have done without. We had the usual hot air from the local politicians, the usual introductions of various hims and hers and a highly self-congratulatory speech from Mr. Walter Rich, CEO of the Delaware Otsego Corporation, parent company of the NYS&W. Although specific enough about most things, Mr. Rich did not seem to me to explain as fully as one might hope the arrangement with CSX and Norfolk Southern as well as what they got for their \$3.8 million dollars. I also would have liked to have heard more about what roles Mr. Rich's lines are expected to play after Conrail is split up.

Saturday July 11 brought a trip from Syracuse to Binghamton on the former DL&W branch now operated by the Susquehanna. Up front we had Susquehanna's Chinese-built 2-8-2 #142 as well as CNY's E-8's #807 and #808. The E-8's wear Lackawanna colors and are very attractive. There also was a Susquehanna E-9 in the lashup. Its purpose was to provide head-end power. Two private cars provided first class accommodations. Deluxe coach passengers rode in one or the other of a pair of ex-N&W coaches, (very nice). Cars provided for coach passengers included two RDC's. One was a Susquehanna unit, the other, also in Susquehanna colors is owned by the Susquehanna Technical and Historical Society, a group of Susie-Q aficionados. I was told that this car was built for the NYS&W and is one of either three or four original NYS&W RDC's owned by the society.

This trip could honestly be described as "scenic". Most of the time the view includes pastures, hills and streams, including the

Tioughnioga River, something I didn't know we had in New York state, yet nonetheless a substantial contributor to the scenery. This trip was a very smooth operation, good weather, good scenery and a good ride. Members of the CNY chapter were our car hosts. Susquehanna people, some of them also CNY members also were present. They did a fine job and were usually able to handle any question thrown at them.

The only disappointment was that the trip did not go all the way to Binghamton, but stopped a few miles short. This was a bit of a blow for the rare mileage collectors. The reason I heard for our stopping short was that a stack train was heading north and it had to have priority. Sure enough, while we sat in a siding, along came the stacker, not quite one hundred cars, but close. After it polished the rails we began our return trip to Syracuse.

The final event on my convention calendar was the Sunday July 12 trip on the Finger Lakes Railway from Syracuse to Auburn. This was a bonanza for the rare mileage folks since there had been no passenger service on the Auburn Road for sixty years. For the rest of us, at least for me, it was the least interesting of the convention's rail offerings.

Our train was headed by a Finger Lakes GP-7, painted in NYC colors. Also included were CNY's E-8's as well as our head end power source, an NYS&W E-9. The consist basically was the same as that which had been used for the Binghamton trip, some private cars for first class, the two ex-N&W deluxe coaches and two RDC's as well as former commuter cars providing coach accommodations. One of the private cars was the *Mountain View*, a sleeper/lounge/observation car built for the Pennsylvania Railroad's *Broadway Limited*. What a beauty!

This short trip, 26 miles, seemed longer than it was. Our train threaded its way at a slow walk from the NYS&W station at Armory Square in Syracuse onto Conrail trackage and through a Conrail interchange yard before reaching the Finger Lakes road. Speed picked up at that point, maybe reaching fifteen miles an hour. The road bed seemed capable of more than that, but that was the way we went.

Well before what most people would consider "lunch hour", train personnel began directing passengers to one of two dining cars in the consist for lunch. The early start was occasioned by the volume of people to be fed and the limited capacity of the dining

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Convention

(Continued from Page 6)

cars. A hot turkey sandwich was served. A solution that might have made more passengers happier would have been to pass out box lunches which could be eaten any time the rider might wish to do so. It was nice of the CNY people to try to give us a hot lunch, but the logistics of the situation clearly worked against them.

Most of the trip was "green tunnel", except for our triumphal entry into Auburn, past abandoned industrial sites, a cement block plant and a junk yard. We terminated within sight of the Auburn prison. A temporary grandstand had been set up and local dignitaries, mostly ignored by the passengers, gave greetings which were responded to by Finger Lakes people. It was a good PR opportunity for Finger Lakes, but nothing that would appeal to most rail fans.

On our return trip we stopped at CNY chapter's Martisco station. This was an Auburn Road facility intended to serve Marcellus, two miles away. Eventually a short line, (very short), was built to connect the Auburn Road with Marcellus. This was the Marcellus & Otisco Lake, abandoned in 1959. Members of the CNY chapter have done a lot of work on the station and today it houses a museum featuring many railroad artifacts as well as a restored station agent's office. It's a nice piece of work, on a par with our own station at Industry. The highlight of the return to Syracuse from Martisco was a meet with an OnTrack train coming north.

I'm certainly glad that I decided to go to the 1998 NRHS convention. If I ever go to another one, (next year the site will be Sacramento), it will have to be really good to match what I experienced at Syracuse. Two thumbs up for the boys from Syracuse.

Conversation With A Seat Mate, Jim Bistline

Reported by Bill Heron

In my naivete' I had chosen a seat in an open window car for the trip on the Adirondack Scenic Railroad rather than first class accommodations in an air conditioned car. Before the train left I sat alone, thinking wistfully of those leading lights of the Rochester chapter such as Don Shilling, Dave Luca, Norm Shaddick and Bob Miner up in air conditioned splendor. An older gentleman came along and asked if he could sit with me. I nodded and he took his place. I had no idea as to who he was.

As soon as he was in his place I couldn't help but notice that people kept coming to him, greeting him with warmth and treating him quite deferentially. I began to wonder. When there was a lull in the action I inquired if perhaps he had been on a tour I had taken a year or two ago. (I had a faint recollection of a person sort of like him from a fan trip to Colorado.) He said "no" to that and then went on to introduce himself "I'm Jim Bistline", he said. "I used to run the Southern's steam program". I recognized his name and remembered seeing his picture from time to time in various rail fan magazines.

As our train left the Utica yard he remarked on several things along the way, such as the Mohawk River and the Erie Canal. We chatted about the route we would be taking and as the train gathered speed he remarked on his surprise at the stretch of welded rail we encountered. Someone told me that he is 83. No matter, several times during the trip he walked the aisles of the train and would be gone for up to half an hour. I noticed also that he was out with his camera for each of the photo runbys.

On the return trip I had a chance to ask him a few questions about himself and his career. He seemed pleased with my interest and spoke readily. Jim said that he was born in a little town about twenty miles west of Harrisburg, PA. The family home was close to the PRR's mainline and he developed an avid interest in trains at an early age. His education culminated with a degree in law from Columbia. Upon graduating he was offered a position, which he took, with a large Wall Street law firm. That career ended when he went into the US Army during World War II.

His responsibilities in the army were legal in nature and included time in Washington as well as in Europe where he was on Gen. Clay's staff. When his army career ended he knew that he needed to find employment. He did not want to go back to Wall Street, which led him to think about following his love of trains by seeking a job with a railroad. He studied various major lines and settled on the Southern because he judged it to have excellent potential for growth and prosperity. Before his job interview he prepared himself by taking a two week journey all over the Southern's major lines.

Bill Heron has several more reports 'resting' in the editor's file for publication.

The file is empty of Dan Cosgrove's writings. Dan?

"PUT ME OFF AT ALBANY"

Late in the evening a local legislator got on a train at Rochester's Central Avenue Station instructing the porter: "I must be sworn in tomorrow morning at a Legislator, in Albany. It is very important that I get off there. Even if I'm asleep and in my pajamas don't fail to put me off when we arrive in Albany."

The porter faithfully promised he'd see to it.

The next thing the Legislator knew he found himself in Grand Central Station. He was livid; rushing up and down Grand Central Station in his pajamas, yelling and swearing at the top of his voice. The porter spotted him and hid behind a column. Another porter walked over to the hiding porter and asked: "What the heck is the matter with that man running around in his pajamas - boy is he mad!"

"Yeh, but nothing compared to the man I put off at Albany."

Submitted by Don Shilling



Editor's Corner

You should see a 'slight' improvement in the quality of the pictures in this issue. They were scanned on a recently purchased 600x1200 Mustek flat-bed scanner. It certainly beats the previously used hand scanner for text. However, this operator needs further training for pictorial work. It scans and reproduces color images on an Epson Stylus Color II ink jet printer to my satisfaction. That is not the case for black-and-white work! On the monitor, you see a great picture, but the printed output is many degrees lighter. Of course, there is no printed manuals and I despise reading the 'electronic' version on the screen. And if you want a printed copy, expect to print several hundred pages!

We may have lost access to our source of reproducing *The Semaphore*. Various options are being explored. It would be desirable to go 'offset', but the cost - and time element - favors electrostatic-type copiers.

Would you believe that there are five computers in my house - and not one of them is hooked up to a phone line? Someday, will have to install that extension!

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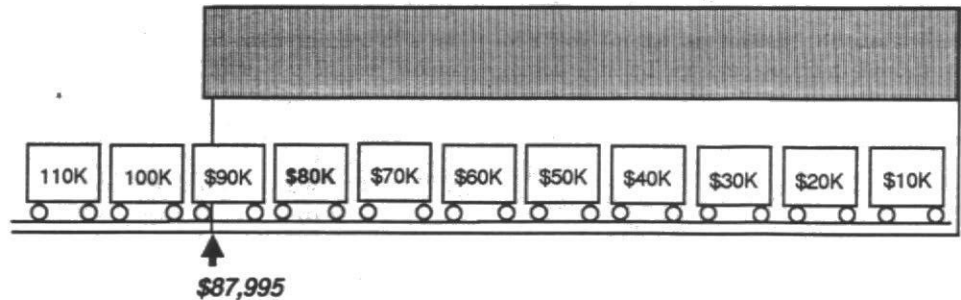
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The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise — the building moves rather than the train — easier to do!

**The Semaphore**

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National Railway Historical Society
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Chapter Meeting & Program:

"Having Fun, Part 3"

August 20, 1998

At the R&GV RR Museum

NYS Route 251