

# The Semaphore

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

December 1998  
Volume 41, No. 4

Program for December 17:

## "E? F? Gee!"

by Duncan Richards

On this evening, Duncan will take us back to the late 70's to get an overview of the different "bull-dog nose" (cab) units of the last 20+ years. Various railroads using these cab units will be featured in this slide show.

### 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.

### Program Ideas Desired

Do you have any ideas for a program, or two, for our membership meetings? Or maybe even consider presenting one yourself?

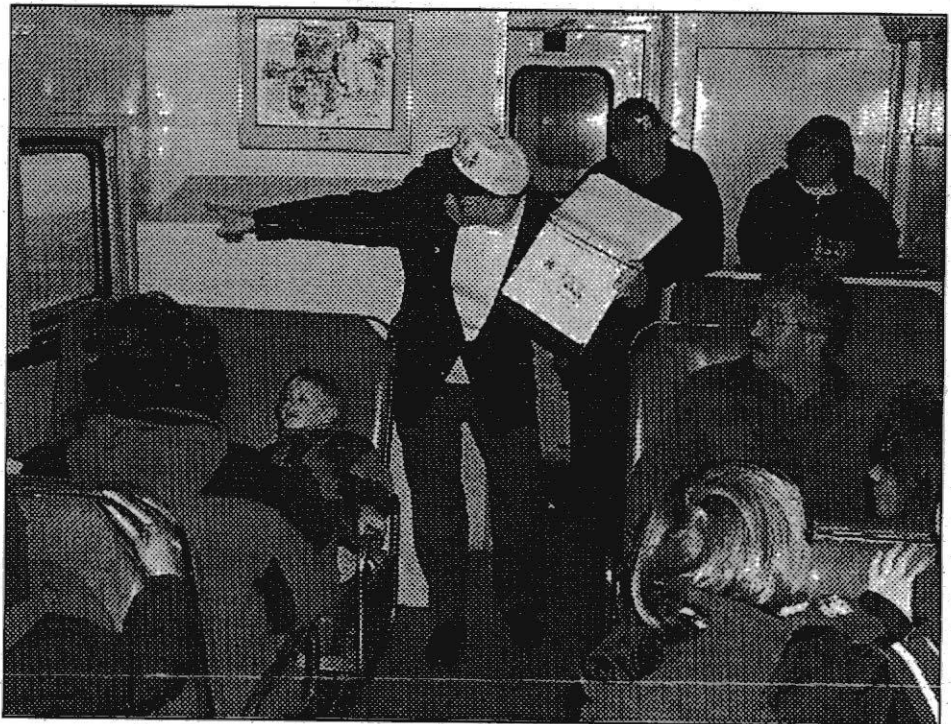
Don't have enough to fill an hour? Then team up with another member to share the time!

Jack, after many years of planning our programs, is looking for fresh ideas and materials. Give anyone on the Program Committee a call - soon!

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Happy Holidays!



## Operation Lifesaver: One of the Chapter's Out-Reach Programs

### Ontario Midland RR & Chapter Co-Sponsored OL Trips

On the last Wednesday of October and first two of November, the Ontario Midland Railroad and the Rochester Chapter, NRHS hosted Operation Lifesaver events - including a short train ride using the Chapter's Excursion fleet - for area school children. About 800 pre-school and grade school students, their parents and teachers were instructed about safety around trains and railroad property.

Ontario Midland Railroad sent letters to schools in Monroe and Wayne County schools. No Wayne County school participated, which is unfortunate since most of this railroad's operations are in that county. Maybe the reason is that residents of Monroe County are well aware of the consequences of trespassing on railroad property. Editor

Dave Hulings explains one of the many points on the Operation Lifesaver agenda to children, their parents and teachers on one trip of the three days they were ran.

Chris Hauf photo

### "Trains.

**We know 'em. We understand 'em. We love 'em!"**

by Dave Hulings

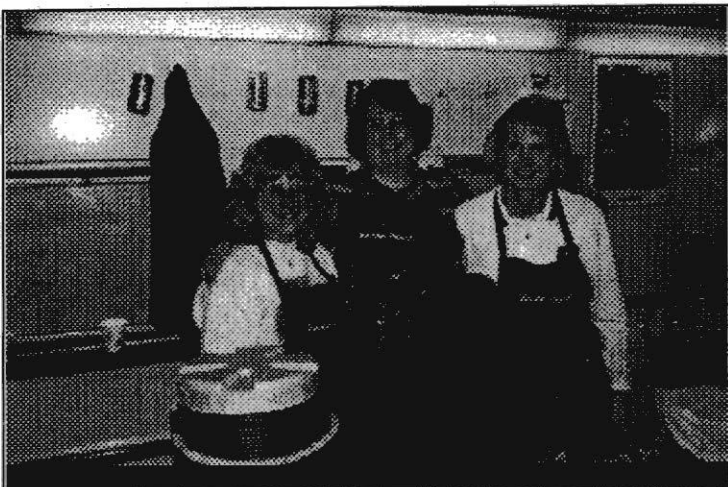
If you're a typical Chapter member, you probably identify with those sentiments. Working at the museum depot complex or on the Fall Foliage excursions gives us the opportunity to experience the sheer size and power of these "objects of our affection."

Unlike us, however, the majority of the general public neither knows much about nor loves trains. Unfortunately, this lack of knowledge and understanding often leads to a lack of respect for trains. Tragically, a loss of respect can easily translate into a loss of life, as we have seen in our area over the last several years. Operation Lifesaver's main goal is to educate people about why trains are deserving of respect.

(Continued on Page 8)

## Thank you for Fall Foliage help

Thanks to everyone who helped in the Concession, the Store and who helped sell Raffle Tickets. We had another great year in the sales department.



The enclosed picture is of the concession stand on October 18th with, left to right, Barb Proseus, Kelly Williams and Elaine Redden as the volunteer crews. *John Redden photo*

## Rochester, Syracuse & Eastern Railway

Make a point of going to the Fairport Library to see the great display of RS&E memorabilia, photos, paintings and other artifacts.

This display was set up by the Perinton Historical Society.

Now if there just were a good RS&E artifact laying around loose out there somewhere, like a station or a carbody ...

## Year End Planning

### Development Committee

As we approach the end of 1998, many of you will be thinking of tax and estate planning.

Please think also of our Chapter and our Museum in your deliberations and discussions with your tax and insurance and estate professional advisors.

Your thoughtfulness can benefit yourself, those you care about, and your Rochester Chapter, both now and in the future.

There is available today great flexibility in charitable giving; options that didn't exist only a few years ago.

Leverage your assets for goodness, and you will obtain great satisfaction in both the short term and the long term.

Help us to build and grow our dreams and our visions for present and future generations.

**This month's Membership Report is on Page 10**

## Two Super Grand Thank You's

*by Donovan Shilling*

### Tom Forsyth

It's not everyday that one has the pleasure of bringing a new member into the Chapter.

Just two months ago, we talked with Tom Forsyth about joining our group.

He seemed interested and attended our next meeting. That is when he learned that our newly erected restoration building would need six expensive coil-type doors. Not only did Tom join the Chapter but later phoned me to say that he was going to contribute a sum of money for the doors.

He flew to Florida to see his dad, John Forsyth, a retired Rochester attorney. He enthusiastically discussed the Chapter's need with his dad. He attended the Chapter Fund Raising Committee meeting at our Webster Library site. He shared many great ideas in promoting the Chapter. As the meeting drew to a close, Tom dramatically produced a sizeable check that would more than cover the cost of the doors.

We salute both Tom and his Dad for their most generous contribution. It was a super grand occurrence and we feel that Tom Forsyth will be a great addition to the Chapter.

### Bob McNight

We also like to give a *special thank you* to Bob McKnight for his generous donation. His contribution towards the purchase of the doors are in addition to his previous donations to the Restoration Building Fund.

With these two generous donations, the six coil-up doors are paid for!

*Thanks!*

## Calendar Pictures Needed

If anyone has any pictures of local rail activity that would be suitable for the Year 2000 calendar, please forward the picture and its identification to Dan Cosgrove (48 Hillside Dr., Spencerport, NY 14559-1924; phone: 716-352-6931.)

These pictures can be a historical building or of a train or locomotive. The pictures can be black and white or color, a negative is also acceptable. Please include in the identification: the location, the date of the picture, and who took it. Any additional information is also appreciated.

We would like to get the calendar ready for printing in March of 1999. Pictures will be returned.

## More Santa Trains

Dec. 12: Sodus, NY: Call Ontario Midland RR for details in Sodus

Dec 19: 3 trips (9 & 11AM, 1PM) from Ontario Center location; Sponsored by Ontario-Walworth Rotary; Tickets from P.O. Box 4, Ontario, NY. \$5.00 per person.

## Brockport-Medina Santa RR trip on the Falls Road RR

Scottsville Lions Club in conjunction with the Falls Road Railroad invites you to take a ride with Santa Claus, Dec. 19, 1998.

Train leaves from Brockport College at 10:00 AM with a trip to the Medina Railroad Museum to see their train set up and visit Santa, all in a refurbished NYC Freight house.

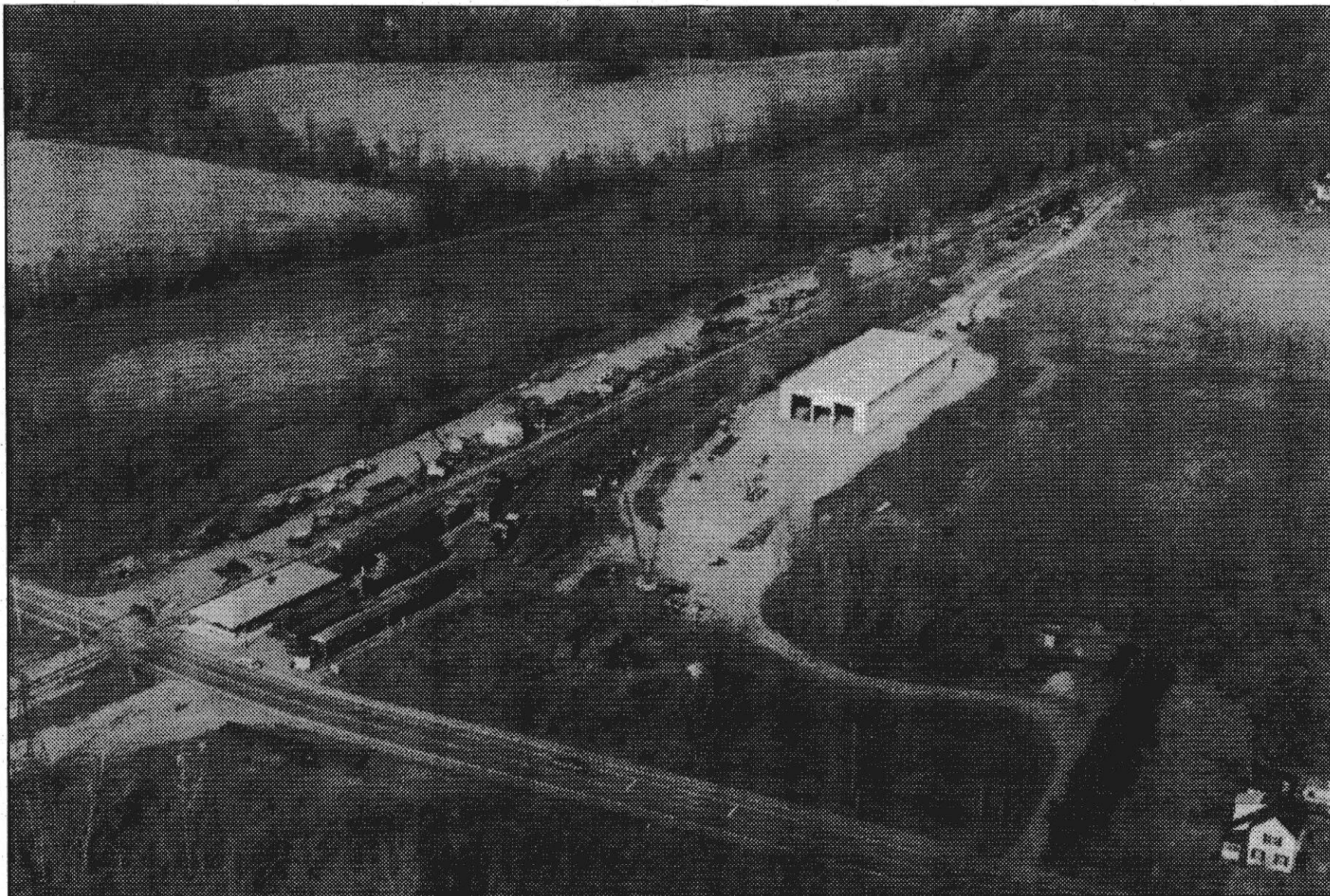
Return to Brockport will be by 3:00 PM with Santa and carolers along for the ride.

Join us in the "other" 1940's set of NYC coaches.

Tickets: \$15 for adults; \$10 for children (under 12); Under 5 or fit on your lap: free. Parlor car \$25.

Tickets available at Scottsville ShurFine or call David Monte Verde at 889-7306.

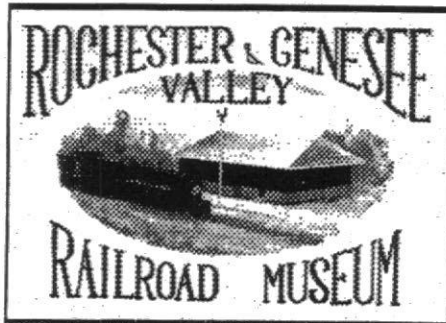




An aerial view of the Rochester & Genesee Valley Railroad Museum looking towards the Northwest. The white building is our new restoration barn, which now has a track coming out of the left door with several pieces of rolling stock on it. The former Erie Depot is on the left. Running from the left to the top of the picture is the Livonia, Avon and Lakeville Railroad connecting Rochester at Genesee Junction to Avon and beyond. To the left of the LA&L is a long string of construction equipment.

This photo was taken by Dave Goodwin while he was piloting his home-built single-engine plane over the museum.

*Digitized by  
Chris Hauf*



Rand Warner, Manager, 425-8587

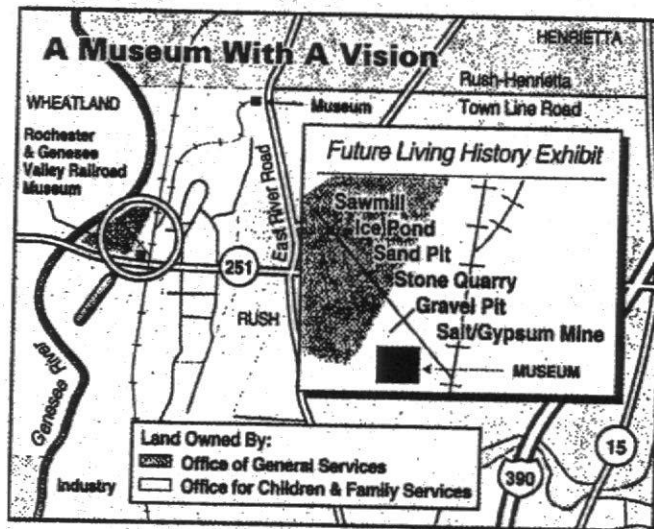
## Four Quadrants Vision

Rand Warner

Take a look at the Wednesday, November 25th issue of the Henrietta Post. We have a nice front page article in there on our long range VISION for the FOUR QUADRANTS defined by the intersection of NYS Rte 251 with the LA&L Railroad.

The **NE QUADRANT**, north of Rte 251 and east of LA&L, is where all our trackage is now. We are continually expanding here, and already own property, rights-of-way, and permanent restricted easements to connect with the New York Museum of Transportation. Future expansions in this quadrant will involve more trackage around the new barn, expanding the barn south, additional sidings on the way north to NYMT, and interface to BOCES for "possible" loading of agricultural related pseudo freight shipments. We plan to expand our land rights beyond our present holdings in this quadrant, and have had preliminary discussions with involved parties.

For the **NW QUADRANT**, north of Rte 251 and west of LA&L RR, we already own some land. Via arrangements with NYS/OGS, we plan to expand our land access and usage. Here is where we would plan to set up small, old, lineside industries, i.e., a small scale/simulated sawmill, ice pond, sand pit, stone quarry, gravel pit, oil well, and salt mine. These lineside industries would generate product output to be used on our projects and hauled by our railroad. They would also offer the visiting public a chance to see old time technology at work. We have already had preliminary discussions with the State School management about usage of this area. We have also talked with LA&L RR about putting in another switch to serve this quadrant area. Additional discussions will be coordinated with NYS/OGS through our area legislators for New York State. This quad-



rant would provide us and the visiting public with water access to the Genesee River.

For the **SW QUADRANT**, south of Rte 251 and west of LA&L RR, we would work with NYS/DEC to acquire land use and access for trackage to allow us to reach the intersection of the Lehigh Valley RR east-west trail and the Genesee Valley north-south (PRR) trail that follows the Genesee River. Again, our trains would provide the visiting public with water access to the Genesee River, as well as the two hiking trails. There may also be recreational areas along the route of our line. Again, we have had preliminary discussions with the State.

For the **SE QUADRANT**, south of Rte 251 and east of the LA&L RR, we would plan to replicate a steam era engine terminal. Here we would have a turntable, roundhouse, machine shop, coal tower, water tower, sand tower, ash pit, and servicing tracks for the locomotives -- all on a small scale. Some of the equipment we already have on hand, such as the turntable and sand tower. Other items are nearby. The buildings would be replicas. In this quadrant, we would also have the possibility of interfacing with the Industry School and Oatka Residence Center. Preliminary discussions with State personnel have been positive.

Our continuing efforts will include discussions with our surrounding towns of Rush, Henrietta, Wheatland and Caledonia. Talks to date with Rush have been very positive and supportive. We will be following up through our local NYS legislators to meet with NYS/DEC, NYS/DOT, NYS/C&FS and NYS/OGS. Again talks to date have been positive and supportive.

We believe this is a WIN-WIN-WIN situation for the state, the local towns and communities, the visiting public, and our Museum complex. The lands we desire to

This map appeared in The Henrietta Post, November 25, 1998. Used by permission from Messenger-Wolfe Publications.

The front page article, with two color photographs, was an extensive interview with Rand Warner about the "Dreams of expansion" for the R&GV RR Museum.

use cannot be commercially developed for a number of reasons unique to each of the QUADRANTS. Our **VISION** will let the visiting public benefit in a variety of ways, again unique to each of the QUADRANTS, that would otherwise be unavailable.

We look forward to your interest and support, and will keep you informed as plans are developed and meetings are held.

## Red Letter Day

Saturday, October 31 was a really great day for the Museum! This was the day we built, and relocated, tracks into, inside of, and outside of the new restoration building. What an accomplishment on such a beautiful day!

Our large team was directed by George Knab and included equipment operators Dan Waterstraat, Scott Gleason and Joe Scanlon. People on the ground included John Redden, Chris Hauf, Jeremy Tuke, Rand Warner, Dick Luchterhand, Bill Chapin, Bernie Cubitt.

First we extended the track already inside the barn, along the west wall, out the north door. Then we extended the same track south out the south door. Then we added more lengths of panel track to reach the Track #6 yard lead, which had already been relocated eastward a few feet on a previous Saturday. Then we relocated that whole track into the building from the north, to get a nice straight alignment.

The jigs and fixtures George Knab had designed and built earlier, really came into good use as we handled the 3-ton track panels in various close clearance situations.

The results of this team effort will have great pay off as we are soon able to relocate our cramped equipment into more suitable locations, and even begin restoration efforts on projects INSIDE the new building.



## Electrification

*Facilitator: Rand Warner*

Enthusiasm is running high, following our successful Trolley #168 test on October 24, using the new diesel generator set, rectifier and switchgear.

We are planning to erect more poles, yet this year, along the south side of the NYMT barn where the track is fairly level.

Next year, we will be able to use both our auger truck and our new bucket truck to aid in overhead construction and extension.

New York Museum of Transformation is in hot pursuit and procurement of one or more sets of trucks applicable to interurban cars in their collection.

Our own RG&GVRRM is getting ready to move former Rochester, Lockport & Buffalo interurban car #206 onto our Museum property.

The chapter will be formally starting restoration of Rochester Subway Car #60 now that we have it relocated into our new restoration barn.

One and possibly two more interurban trolley waiting room stations are being investigated for relocation.

## Trackwork

*Acting Supt.: Rand Warner*

Panel track production at our new building site has continued. We have now built almost ten panels.

These panels are now deployed going south out of the building on the westward of the two tracks, plus additional panels for the track inside the building on the east side.

Switch #6 has had some interim rehab work to correct cross-level and re-install the inside guard rail. These changes should improve tracking of locomotives and cars going into the switch southbound for Track #6.

A large crew has been involved in fabricating panels, excavating for the trackage, and then placing the panels in position and joining them.

Thanks to George Knab, Joe Scanlon, Dan Waterstraat, Jeremy Tuke, John Redden, Chris Hauf, Dave Luca, Rick Israelson, Chuck Whalen, Norm Shaddick, Jim Johnson, Rand Warner, Scott Gleason, Art Mummery, Bob Mader, Dick Bean, Dick Luchterhand, Dee Mowers, Dale Hartnett, Bernie Cubitt, Bill Chapin, Charles Harshbarger, Dick Holbert, Bob Miner and others.

## Motive Power

*Supt. John Redden*

Jim Johnson, Charles Harshbarger, Bob Miner, John Redden and Dick Holbert have been rigging up new arrangements to charge our locomotive batteries for the locomotives relocated from their usual winter positions; including LV #211, NKP #79, Army #1843 and EKC #9; all north of Switch #6.

Ron Amberger is getting quotes on boiler work for Steam Loco #12 from three ASME certified shops here in Western New York at Rochester, Syracuse, and Buffalo.

We plan a road trip soon to work on our second steam loco, prior to moving it to our Museum. We should have it on our property sometime in the coming spring.

## Train Operations

*Supt. John Redden*

The week of November 9, our first rolling stock was delivered into the new restoration barn area. At this time we currently have the PRR and BR&P cabooses in the barn, and the WAG snow plow and KPRR snow brush ready to go out of the barn south on the Track #6 extension.

By the time you read this, we will probably have Rochester Subway Car #60, steam loco #12, RG&E loco #1941 and the Burro crane located at or in the barn.

Diesel locos NKP #79, Army #1843, and EKC #9 are currently located on Track #6 north of the barn.

A whole freight train display has been set up at NYMT on the south leg of the loop, consisting of LV #211 loco, Erie milk car, Pennsy hopper car, Kodak tank car, MDT reefer, and NYMT's G&W caboose.

The FGEX wood reefer and Penn-Central transfer caboose will remain at the loop switch over the winter.

Remaining equipment is located in the yard at the Depot. Some restoration work will continue here over the winter.

## Another Snatch

On Saturday, November 14, we were able to acquire another diesel generator for our Museum. This one is 175 kilowatt, three phase, 208 volt, Cummins powered, and has about 1000 hours on it!

George Knab had rigged up I-beam guides to haul this 6500 pound payload up out of the cellar of the local retirement home.

With George directing, and crane service provided by Jim Covey & Co., a hydraulic crane boom was actually stuck part way down the cellar stairs.

Professionals, Jim Deane and Art Mummery assisted George, and Rand Warner was gopher.

The heist came off without serious trouble and the unit was delivered to our site the same day, again using Jim Covey's equipment.

This diesel generator will give us power for our new building for the winter, as well as power to run heavy machinery and high power block heaters on locomotives, such as Army #1843.

It is also suitable, with a rectifier, to run our Erie-Lackawanna MU car on the shop tap hook-up. Stay tuned.

Near term plans are to mount the generator in a container/truck body, along with an electrically powered air compressor.

## New Restoration Building

*Proj. Engr. Joe Scanlon*

A contract has been let for purchase and installation of six coil-up doors. Work will start the week following Thanksgiving.

Interior of building is better than rough graded as of now.

Drawings for building are received from FastTrak, the erector firm.

The access road into the new building has been raised, regraded and stoned, to permit reliable contractor access to the building during inclement weather.

We should have the building closed in before Christmas, and may use the building in some way for our Year End Party.

## Freight

*by Chris Haut, Supt.*

Chris Hauf has applied and received a \$500.00 Kodak "Dollars for Doers" grant to help re-upholster the cushions for the Penn Central transfer caboose. Besides some little details, this grant will allow for the completion of the interior restoration of PC18526 with a full exterior restoration planned for the summer of '99. Our thanks go out to the continued generosity of the Eastman Kodak Company!

After several years with limited attention, our former BR&P caboose #280 is going to get some major restoration this winter. The caboose has already visited the inside of the new restoration building which it will call home for the winter. If you are interested in helping out, please call Dave Luca (288-0318) or Chris Hauf (381-8583). Right now, plans include residing the east side, rebuild-

*(Continued on Page 7)*

## Freight Equip't

(Cont'd from Pg. 6)

ing the cupola to its original BR&P configuration, replacing the window frames as well as reworking the interior back to its as built appearance. The nice part is that we can now do this work INSIDE, so come out and lend a hand.

We continue our search for a good, serviceable flat car. If you have any leads or information on the availability of one or maybe even two (preferably on roller bearing trucks), please contact Chris Hauf at 381-8583 (crhauf@frontiernet.net).

Jeremy Tuke has cleaned up the NYC 19877 including a good sweeping, and some reorganization of its storage cabinets. Thanks Jeremy!

## Wanted

- Dry mount press in good working order - 11" x 14" or larger
- Good quality photographic copy stand with lights to copy photos and items in our library collection
- Laser printer for IBM PC in Chapter library in good working order.
- New toner cartridge for HP LaserJet IIPPlus at the technical library at the depot.
- PRR single lens kerosene tail marker to complete a set for our new PRR cabin car.
- Reams of 11" x 17" copier paper to copy *The Semaphore* on.
- One 5" glass Fresnel lens to complete restoration of semaphore lamp for R&GV RR Museum.
- One Adlake 5" lens retention ring for semaphore lamp
- 2 each green and red 5-3/8" glass Fresnel lenses or glass/plastic reflectors to complete restoration of Adlake switchstand lamp for R&GV RR Museum

Please contact C. Hauf regarding the items above.

## Bee Bee Yard Gone!

As of Sunday, December 6, most of the railroad yard at RG&E's Bee Bee generating station near downtown Rochester was removed. It looked like the several men working that day were cleaning up the remains.

The question now is will the railroad trestle over the Genesee River be removed in the near future? Better take your pictures!

## Thanks to ...

Bob Fitch, Joe Scanlon, Lynn Heintz, Don Shilling and Rand Warner for info, contacts and quotes for roll-up doors for our new restoration building.

Tom McTighe, Joe Scanlon, George Knab, Walter Morey, Ron Amberger, Dave Lani, Mark Piterman, Charles Callahan and Richard Gallup for inputs on washout repair and rehab at Switch #5 location.

Hank Dixon for donation of a box of antique railroad ash trays from various lines and trains.



## Buy the Tool Car a Christmas Present

The elves have been busy all year long working at the R&GV RR Museum, and sadly they have worn out

many of their tools and exhausted their supplies. They are hoping that you can help them with a gift of tools or supplies this Christmas as you do your shopping. So take this list and check it twice to see if there is something you may want to put under the R&GV RR Museum Christmas tree this year to help the elves out as they look toward next year's many exciting projects. (Please bring all donations to the R&GV RR Museum or to the December Chapter meeting)

## Tools

- ☐ 7-1/4" circular saw
- ☐ 3/8" reversible variable speed drill
- ☐ 1/4 sheet pad sander
- ☐ 1/2 sheet pad sander
- ☐ Ball peen hammers
- ☐ 2# and 3# hammers
- ☐ Pipe wrenches - 12" and bigger
- ☐ Crescent wrenches 8" and bigger
- ☐ Screw driver set - preferably with some larger sizes included
- ☐ Blow guns for the air compressors
- ☐ Makita 9.6V rechargeable battery packs (Model 9000) \*\*These are the packs about 6" long and the width of 2 C batteries
- ☐ Makita 9.6V battery charger (Model #DC9700A)

Charles Harshbarger for filing supplies and furniture.

James Green, Jr., for donation of 14 assorted electrical instrument and to Dee Mowers for pickup/delivery.

Gerald Bertoldo for loan of spare air compressor for steam loco #12.

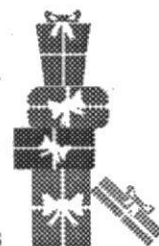
Jerry Lederthiel for info on area construction and demolition projects..

Dick Ryon for NYC lanterns, railroad watch, engineers oil can, and 1937 Chevy motor/clutch/transmission and radiator from truck chassis.

- ☐ Utility knives with retractable blades
- ☐ Tape measures 25'
- ☐ Metal handled ABC fire extinguishers (Available at Home Depot)
- ☐ Extension cords - Three prong 14-gauge or heavier in 25', 50' & 100' lengths
- ☐ Wood splitting maul
- ☐ Stanley Super Bar/Wonder Bar
- ☐ Large Quick-Grip Clamps (12" and longer)

## Supplies

- ☐ Duct tape
- ☐ Large (4"x8") Scotch-brite pads
- ☐ Sand paper (full sheets) fine & coarse
- ☐ Canned air
- ☐ Spray paint (Painters touch by Rustoleum for example)
- ☐ \* Red(Brown) primer
- ☐ \* Gray primer
- ☐ \* Gloss black
- ☐ \* Gloss white
- ☐ \* Gloss red
- ☐ WD-40
- ☐ Bi-Metal 6" Reciprosaw blades
- ☐ Paint thinner
- ☐ Lacquer thinners
- ☐ 12" Hacksaw blades
- ☐ Replacement spike maul handles





## Trains.

(Continued from Pg. 1)

### (Operation Lifesaver)

Operation Lifesaver began as an experiment in 1972 after the average number of highway-rail grade crossing fatalities exceeded 1200 annually. During the first year of the program, crossing-related crashes in Idaho dropped by 38 percent. The following year, the OL name and concept spread to Nebraska, where the program yielded even more impressive results: a decrease in crashes of 46 percent. Since then, the program has grown into an international non-profit partnership between the nation's railroads and railroad suppliers, the Federal Railroad Administration and Federal Highway Administration, the National Transportation Safety Board, state-based organizations (active in 49 states; Hawaii is the only non-participating state), and various groups interested in railroad safety. The goals of the program have changed over time; despite the fact that grade crossing injuries and fatalities have continued to decline over the 26 years of the program's operation, trespasser fatalities continue to climb. New York has the dubious distinction of having the second highest fatality rate in the country, as of June 30 of this year.

The goal of the Operation Lifesaver program is to eliminate rail-highway grade crossing crashes and trespasser fatalities through three main objectives: Education, Engineering, and Enforcement:

- The education component, the most prominent of the "three Es", teaches people of all ages about the potential hazards of grade crossings and railroad rights-of-way through civic presentations, school programs and driver education curriculum activities, and special programs for drivers of school buses, commercial vehicles, and emergency vehicles.
- The engineering component is the process of improving safety at grade crossings and along rights-of-way, including educating the public as to the federal, state, and railroad programs that are used to plan, install, and maintain grade crossings.
- The enforcement component focuses on the enforcement and strengthening of existing laws which govern pedestrian and vehicle operator responsibilities around railroads and at grade crossings, as well as the creation of new laws. Law enforcement and judicial groups are urged to ensure compliance with the laws.

The Chapter has been involved with Operation Lifesaver for several years. We



Another group of school children with parents and teachers board the Operation Lifesaver 'Express' – not only a train ride – but to learn to respect the power of trains when they are NOT on them, particularly at railroad crossings.

Chris Hauf photo

sponsored and organized a visit from Conrail's tractor-trailer mobile OL exhibit, and recently by New York State Operation Lifesaver's OLS-3 mobile exhibit. These two displays feature posters bearing safety messages, computerized quiz games that visitors can play, and dioramas of crash reconstructions. The most effective components of both exhibits, however, is an actual locomotive control stand and videodisk setup which allows visitors to experience what it feels like to be the engineer in collision and near-hit situations. (Author's note: It would be great to have a similar setup for our museum complex!)

We actively partner with other Operation Lifesaver organizations in the state and region, including other NRHS Chapters, NYS Operation Lifesaver, National OL, and regional railroad companies. Chapter members have staffed displays at the Monroe County, Erie County, and New York State fairs; given many school presentations across western New York and the Southern Tier; and participated in regional rail safety programs, Officer on the Train excursions, and car-train staged crashes – and that's just in the last 18 months! Most recently we ran our well-publicized elementary school safety

excursions which we ran in partnership with the Ontario Midland Railroad.

To become certified as an Operation Lifesaver Level I presenter, a candidate must enroll in a 10 hour course. To maintain certification, presenters are required to give at least four presentations or be involved in a minimum of four OL activities each year. The Level I presenter class is normally offered at least annually in each region of the state. The next course in our area will likely be in mid-spring 1999.

Our participation in and affiliation with Operation Lifesaver is one of the Chapter's many highly visible public outreach programs, and perhaps one of the most important. Sadly, a common theme that has been heard following the majority of trespasser fatalities that our area has experienced over the last few years is that "people don't know about how dangerous trains can be." The Rochester Chapter's Operation Lifesaver team is helping to change that. We hope you will join us in spreading OL's two main messages:

**"Look, Listen, and Live" and**

**"Stay Off! Stay Away! Stay Alive!"**

## Safety is a Major Chapter Concern

by Don Shilling

Whenever there is rolling stock, electrical work, moving construction equipment, hot surfaces, heavy machinery, large diesel locomotives and sharp tools safety must be foremost on the minds of everyone. That's especially true for everyone associated with our many rail projects and the moving equipment that often accompanies them.

The Rochester Chapter has a particular need for safety. That is because our Chapter is not just a collection of static and stationary exhibits. Instead it is a dynamic, moving and growing rail complex that can often have as many as twenty or more members working on various restoration or building activities at a time.

Moreover, we often interface with the public. That's when not only our member's safety is important, but the public must also

(Continued on Page 9)

## Safety Classes (Cont'd from Pg. 8)

be made a part of the Chapter's strong safety rules. Such public occasions include Jim East's rail tours, the Fall Foliage Train Rides, our Sunday Track car rides between museums and when the public wanders about examining the rail cars and displays that adjoin our depot.

Continuous effort are made to keep Chapter members safety conscious. Safety rules are printed into handbooks and made available to diesel and track car operators, to depot guides and to construction vehicle users. Tuesday evening sessions at the depot often place safety concerns on their agendas. Joint meetings between the NYMT and Rochester Chapter representatives frequently make safety their major topic.

David Hulings has shown outstanding leadership in running the Chapter's Operation Lifesaver Program to bring the importance of rail safety to young people as well as to adults. Steve Huse also keeps the members alert to possible safety hazards at the depot. Finally, John Redden holds periodic classes in rail safety for track car operators and has even given tests to assure the operators fully comprehend the Chapter's safety rules.

### Remember ...

### Safety is Everyone's Concern

## Membership Report

by Chris Hauf, Chairman

### Welcome to these New Members:

**B. Keith Hackleman**  
25 Lakeview Terrace  
Rochester, NY 14613  
(716) 458-0386  
Interests: Library, Trips, Photographer

**Bill Johnson**  
P.O. Box 56  
Thompson Ridge, NY 10985  
(914) 361-1161  
Interests: Trips

**Harold W. Russell**  
42 Firestone Drive  
Rochester, NY 14624  
(716) 247-3763

Interests: Museum Tour Guiding,  
Publications/Historical research,  
Library, Museum operations

### 1998 Year to Date Members

Regular.....	240
Local.....	9
Family.....	45
Total.....	294



The photo show John Redden leading a Book of Rules class held in the NYMT's gallery on Saturday, November 7 of this year

Don Shilling photo

## Library Report

Charles Robinson, Chairman

Dave Luca and Bob Miner have continued in their efforts to correct problems in the library building. They have removed the old fascia board or what was left of it, blocked the entry of squirrels and birds to underneath the roof and have added a new fascia board. The library chairman hopes that he has sealed the latest roof leak.

Frank Shepard has donated a working VCR. Could some generous member follow this with a color TV set donation? This would complete our tape viewing set up. The library is soliciting and obtaining rail tapes as donations and we would like to strengthen this aspect of our function to the members by providing tape viewing at the library.

Gale Smith has donated the important shelving labels to the chapter library that identify where the different categories of books are located.

We have an unusual donation by James Purdy of East Syracuse of his collection of NRHS Bulletins most of which are bound in annual volumes. These will greatly aid those who wish to pursue these important records of railroad history. A second set of

>>>

## 1999 National Dues Packets Have Arrived!

Chris received the 1999 Dues Packets from the National as this issue went to press. You will soon be receiving your very own packet along with the Chapter's gift to you. A prompt renewal would be appreciated

single issues are also maintained on the shelves for copying purposes.

The library committee has met to discuss the opening of the library in the near future. However there are still a few important tasks that must be well in hand before a formal opening date is announced by the committee. We will want to give adequate notice to all about this important event.

As always the chapter is grateful for the efforts of Steve Oagley, John Stewart, Teresa Kellet and Gale Smith in organizing the library collection for use by the membership.

## Information on the Track Car Permit Form (M), New York Central RR

by Dick Bean

Reviewed by Dan Cosgrove

The first information is Train Control System (TCS). The next is Automatic Block System (ABS). The last is Manual Block System (MBS). You have to place an 'x' in the box of where you are on the railroad. The issuing station would be the Dispatcher's office, a block station, or the yard office and of course the date and time. Next is T.C. 1010 at Industry M.P. 82 or the Control Point (CP) which could be an interlocking. Track car driver is authorized to use the main track until 6:00 PM from Industry to the NY Museum of Transportation. Or it could be between two mile posts.

Under this information you would be given any and all things at the location, such as Engine 2020 switching at the water works off the main, or track gang working at Mile Post 89.

(Continued on next Page)



## Track Car Permit - Continued

Then the track car driver would have to repeat all this information back to the dispatcher, yard master or operator at which time he would be given permission to set on. The time issued, and signature of dispatcher at Rochester, block operator or yard master signs. They were required to keep a log on all permits.

Before the track car was placed on the track all persons with the driver of the track car who were going along would have to read the Form (M). This was to insure that everything was correct as to the proper track, location, time and date.

As I did this many times, having the people on board read the form is very important. Why? One time, I helped the foreman set his high rail car on the Attridge Road and after we started he let me read the form. I yelled 'stop' as he had set on Track Two instead of Track One. Things like this do and can happen.

There were times that I have gone into the tower, or the dispatcher's office, and got a Form (M) when I was not the driver.

I took the position of conductor of the rail car or bus.

### Trivia Question:

**What do the following numbers have in common?**

*Submitted by John Redden*

1  
2  
17  
44  
97  
107  
260  
2079  
5487  
5569  
8445  
9920

**Hint:** Past issues of *The Semaphore* have many clues.

**Trivia answer:** The numbers were all formerly assigned to various locomotives on our roster. Some of our units have been real "boomers", traveling all over the country to different railroads. Over the years, they variously have been bought, sold, traded, merged, retired, renumbered, remanufactured, or donated, and during this process,

they have carried many road numbers in their respective service lives.

The engine that we know as "RG&E 1941" has never carried that number before it's service at our Museum. General Electric built it in 1941 for one of its own plants. GE later sold it to Pittsburgh, Allegheny & McKees Rocks and became their number 2. They sold it to Groveton Paper Company and became their number 1. In September of 1964, Livonia, Avon & Lakeville bought it and renumbered it 97. The LA&L sold the unit to Rochester Gas & Electric in April of 1965, where it never carried a number. It just had the BeeBee Station name. At the time of its donation to the Museum, Conrail required an engine number for its shipment. We gave it the 1941 number, since its builder's plates (on the cab sides) indicated that year as the build-date.

The Nickel Plate 79 started life with that name and number in 1953. In 1964, the NKP was merged into the Norfolk and Western. All NKP engine numbers had three or fewer digits, so the N&W applied the simple solution of adding 2000 to all NKP engine numbers in order to combine the Nickel Plate roster with their numbering system. Therefore NKP 79 became N&W 2079. After its first retirement in 1974, it made its way to the Wyandotte Terminal Railroad, and became their number 107. It was later sold to RSA Leasing, and became the Allegheny Southern number 17. After arrival at our museum, it was re-numbered and lettered as NKP #79.

The Eastman Kodak #9, an RS-1, began life in 1951 as Chicago & Western Indiana number 260. In 1970, the Genesee and Wyoming bought the 260, and renumbered it to G&W #44. It carried this number only briefly before being sold to Kodak in November of 1971, becoming EK number 9.

Our Lehigh Valley RS-3 number 211 may have the most interesting trail to follow. It was originally built as Pennsylvania Railroad number 8445 in 1953. As the merger date with the New York Central approached, it was re-numbered as PRR 5569. Apparently, this was part of a plan to put all Alco RS-3s from the NYC and PRR into a common numbering series prior to the merger. It carried this number into the Penn Central in 1968. Around 1970, it was sold to the Lehigh Valley, and became their second number 211, replacing a retired RS-2 with the same number. In 1976, the LV was merged into Conrail. They renumbered the unit back into the series that the Penn Central had designated for RS-3s a decade prior, except this time it was assigned

number 5487. In 1979, when it was rebuilt with a General Motors prime mover, the 5487 was again renumbered, to 9920. This was the number carried when the unit was purchased by a group of Rochester Chapter members in 1986. At that time, it was renumbered back to "Lehigh Valley" 211. After its donation the Chapter, it was repainted to its 1970 Lehigh paint scheme.

### A Video Review:

## California Western Railroad

A Video Tape from Pentrex  
Reviewed by Bill Heron

This tape was produced in 1991. By now some of the things that were true then may no longer be so. With that caveat in mind, let's go railroading.

The California Western is located in northern California. It is an east-west line, extending about forty miles from Fort Bragg, CA on the Pacific coast to Willits, CA just east of the coastal mountains. It was built as a logging line and its purpose was to bring logs west to Fort Bragg, CA for processing or shipment elsewhere by water. In 1991 it was owned by Kyle.

Perhaps the best known feature of the California Western is the "Skunk", a railcar operation utilizing equipment such as an ACF, 65 passenger car built in 1935 for the Salt Lake Garfield & Western Railway. This tape shows a typical "Skunk" round trip from Fort Bragg to Willits and back. The photography is excellent and there are good views of the exterior of the car, M-300, as well as interiors including the operators compartment.

About half way to Willits, the climb over the coastal range begins. There are lots of curves, including a horseshoe, some tunnels and grades as steep as 3.3%. At one point eight and a half miles of rail are needed to cover a linear distance of one and a half miles. All of this is well covered, including a map with more wiggles than a James Bond movie.

During the summer season, (at least in 1991), the rail cars are taken out of service and passenger cars are used. A beautiful red and black Baldwin built in 1924, #45, a 2-8-2 oil burner, powers trains to Northspur, where the heavy grades begin, and diesel engines power other trains. In 1991, a GP-9, #64 and an RS-11, #62 were used. At that time the California Western also operated a Baldwin RS-12, built in 1955, mostly in yard service.

*(Continued on Page 11)*

## California Western Video

(Continued from Page 10)

This tape includes an unusual bonus. There are some excellent shots inside the shop where the drivers on the 2-8-2 are being re-tired. In combination, the video coverage and the commentary would give anyone a good basic idea as to the process.

As well as covering regular passenger runs, the tape also shows a charter operation for which the 2-8-2 went all the way to Willits, helped by #62 both up and down the grade from Northspur to Willits. There are some great sights and sounds all along the way.

California Western's passenger car fleet, painted in an attractive red color with gold trim, includes several Stillwell cars. They surely do look good from the outside; unfortunately no interior views are included.

This tap is a real gem. It has forced me to put a ride on the California Western high on my list of "things to do"

[Editor's note: Bill submitted this review over a year ago, and has since visited the California Western. He reported on his satisfying trip in the June 1998 issue of The Semaphore.]

## Pataki announces high-speed program

In September, Governor Pataki announced the state will put \$185 million in an aggressive, high speed rail program over five years. (This compares to \$21 billion that Florida has committed to provide 200 mph train travel by year 2004.)

In Pataki's plan will be five turboliners (285 passengers/set) to be built by Super-Steel Schenectady, Inc, capable of 125 mph; a second track between Albany and Schenectady; and realignment of curves. What remains is the 90 mph top speed on trackage west of Albany.

(Source: *The Business Record*, Oct. 15, 1998; submitted by Ron Amberger.)

## Five Dollar for Five Cities

Buffalo-Rochester and Rochester-Syracuse are among five NYS cities where \$5 one-way fares will apply between Oct. 25, 1998 and Mar. 30, 1999. Not valid for departures between 11am-11pm on Friday or Sunday and certain dates around holidays, nor on *Lake Shore Limited*. (*The ESPA Express*, Nov-Dec 1998)

## Notice to Exchange Newsletters

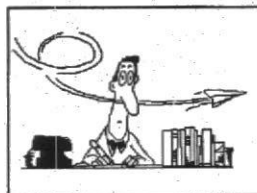
Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.

## Off the Wires

Members of the Central New York Chapter, NRHS, visited the new Regional Transportation Center for their September meeting; for the October 21 meeting, they paid homage to the East Syracuse Amtrak station. [*The Green Block*, Oct, 1998]

On June 19th, the LA&L reopened an out-of-service 10 mile trackage between Cohocton and Wayland to serve a new magnesium chloride terminal at Wayland. The terminal expects to ship 300 carloads yearly; another customer may engage the road to ship plywood. The first traffic was a set of passenger cars that had been stranded at Wayland for several years. This will be LA&L's "Southern Division" [*The Short Line* #142-7]

Leatherstocking Railway Historical Society is adding a 15' x 78' addition to their engine barn to house their Park Train" [*Rail Times*, Nov. 1998]



## Editor's Corner

### How do you like the new format?

Our new leased Xerox copier arrived in time for the November *Semaphore* to be its first job. Chris Hauf handled its initiation, which of course presented the usual start-up problems, such as the stapler jamming.

Chris used 11x17 paper which now gives rise to opposing pages - and something for this editor to adapt. An attempt was made with pages 2 to 5 in this issue.

With the 11x17 format, page layout will be 4, 8 or 12 page issues - unless we slip a single 8½x11 sheet in the center.

Compared to a year ago, progress has been made in the quality of reproducing photographs. A new flat bed scanner has helped, but your editor is still not satisfied with the resulting tonal distribution when scanning color photographs. The best photos come from Chris' digital camera, but boy, do they take up memory! Also found that if a scanned photo is substantially enlarged for reproduction, more detail becomes evident.

\*\*\*\*\*

Don Shilling has submitted several articles. One he eluded to at the last meeting was to be in this issue, but adequate space was not available. >>>>>

## Pullman Factory Destroyed in Fire

On Wednesday, December 2, the media carried the news that the Pullman Factory, near Chicago, was destroyed by fire.

Details were not reported in the Thursday edition of the *Democrat & Chronicle*, except that the clock tower had collapsed. This would indicate that the fire was in the headquarters building. A member's check on the Internet revealed little. News about what remains of the rest of the plant we will have to wait for the rail magazines to report.

The local "R-News" channel did show a clip of a raging inferno, but was not able to hear the audio part.

Bill Heron certainly travels around the country. Reviewing video tapes apparently suggests what railroads will be on his vacation list; which the review of the California Western Railroad did. There are several more of Bill's video and trip reports awaiting to see 'print'.

I am surprised that my query awhile back about the Pennsylvania Railroad relationship with Rochester has produced no mail. Certainly, there must be someone who follows this road.

\*\*\*\*\*

This is the season for giving Thanks, Expressing 'Best Wishes', Wishing You a 'Happy New Year' and review the year soon to become history.

All of the above applies to the many Chapter members who have contributed articles and materials for *The Semaphore*. I particularly am indebted to Rand Warner, who takes time each month to ensure that the many departments comprising the R&GV RR Museum are documented and credited for their accomplishments. (If you have not already surmised, a large proportion of the material in each issue is his submissions but do not carry the credit lines ascribed to the other submitters.)

I also must give thanks to Dave Luca, who has spent numerous Monday evenings printing each issue, and was sure to arrange his activities to set aside those evenings. Dave has been doing this for many years.

And to Dan Cosgrove, Dee Mowers, Janet Dittmer and unknown others who folded, addressed and prepared the monthly mailings.

**Happy Holidays &  
A Joyous New  
Year!**





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.

#### Rochester Chapter NRHS Officers:

*President:* Chris Hauf

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*Treasurer:* Ira Cohen

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*Correspondence Sec.:* Don Shilling

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#### The Semaphore Staff:

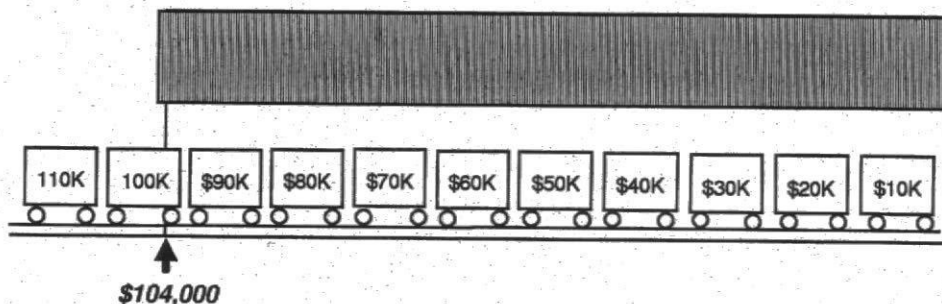
*Editor:* Gale Smith

*Printing:* Dave Luca

InterNet (World Wide Web) address:  
<http://www.rochnrhs.org/>

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

Rochester Chapter  
National Railway Historical Society  
P.O. Box 664  
Rochester, NY 14603

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Chapter Meeting & Program:

**"E? F? Gee"**

by Duncan Richards

December 17, 1998

40 & 8 Club

933 University Ave.

D

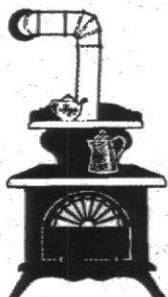
Rochester Chapter, NRHS'

# Annual Year-End Party

Saturday, January 9, 1999

3:00 PM till who knows when ...

At the **Museum** no matter what  
the weather ...

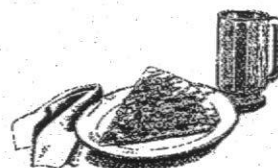


Dress warm and casual and  
bring a snack to pass

We'll provide the Pizza and  
Beverages

Some kind of train operations,  
conditions permitting ...

Some kind of photo opportunities,  
conditions permitting ..



**ALWAYS** lots of **Food, Fun and Fellowship !!**

Adults:  
\$3.00

*Reservations to:*  
Rand & Marge Warner  
425-8586

*Please*  
**NO**  
Children