



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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Program for January 24:

Visiting New Mexico

by Dick Smith

Dick has traveled to Albuquerque, New Mexico several times via Amtrak. He will show slides of his trips, not only of Amtrak, but also of an extraordinary N-scale railroad 'empire'.

Dick is the Editor of the local Genesee-N-Ontario N-gineers newsletter.

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! Give anyone on the Program Committee a call - soon!

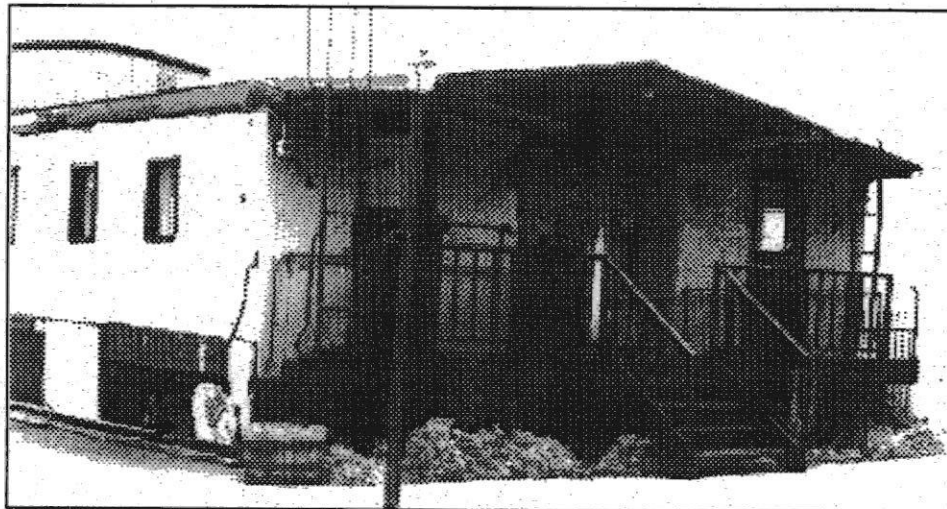
Program Chair Position to Open

Jack, who recently retired from Xerox, also wishes to retire as the Chapter's Program Chairman.

As you are well aware, programs are a major part of our monthly meetings. Jack notes that the 'pay' and 'benefits' are on par with that received by other Chapter officials.

'Applications' are now being taken from interested candidates. Prospective applicants should contact Jack Matsik (442-6269) or Chris Hauf (381-8583). If there are no applicants/volunteers - then the "tap-on-the-shoulder" procedure will be used to fill this position!

Chapter's Library Grand Opening: Sunday, Jan 24 from 2 to 5 PM



Be There!!!

by Charles Robinson, Chairman

The library will be opened to the membership on 2-5 PM on Sunday, January 24 and on the Sundays of February 21, March 21 and April 18 (the 3rd Sunday of each month) during the winter months. Thereafter the library hours will be rescheduled to Monday evenings. The public is invited to browse but circulation is limited to the membership of Rochester Chapter-NRHS. The library committee expects to continue working at the library on Monday nights after 7:30 PM during the winter months. There will be limited use of the library at those times. However, it is best to check to see if the library will be open those evenings by calling Charles Robinson at 377-4245 (c2robinson@aol.com).

The library is located in Webster at the northeast corner of the parking lot at the end of May Street. All railfans will immediately spot the red caboose building next to the railroad tracks that houses the library. May Street can be reached by getting off the 104 expressway in Webster at the North Avenue (Route 250) exit and turning left on North (headed North). May Street is the next right hand turn past the expressway exits.

THE HISTORY BEHIND OUR CHAPTER LIBRARY

Research: Donovan A. Shilling

As most of the membership has learned, the Rochester Chapter has a fine new library located at 12 May Street off North Avenue (Route 250) in Webster, New York. That's the location of the former Hojack Yards Restaurant, Puffer Belly's, the Webster Grill and now the Toddler's Workshop Child Care Center. What makes the location unique for the Chapter is the fact that the library site is located right along the old Rome, Watertown and Ogdensburg Railroad, (the Hojack Line) later a spur on the New York Central System. Further, it's on those tracks north of the library that we're presently storing the coaches for our Fall Foliage trips.

Over a score of years ago Lawyers Co-operative Publishing Company purchased the passenger station and freight house in Webster from Penn Central. The rail facilities were located on the west side of North Avenue. The firm wanted the location to off load rolls of paper for their printing operations, although they had no use for the station.

Across North Avenue, to the east, was a cluster of buildings occupied by the Le Frois & Sons Food Corporation. Their chief prod-

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In Memoriam

Arlene Koscianski

Long time Chapter member Arlene Koscianski died December 21st after being hospitalized for a month.

Arlene was our pioneer female member and went on to become Editor of *The Semaphore* (1971 - 1986) and National Director for the Chapter (1977 - 1979). As such, she was one of the first, if not **THE** first, female National Director in the whole NRHS.

Over her many long years of always active participation, going back to before 1960, she worked on the Newsletter, Trip Committee, Membership Committee, Library Committee, Publicity Committee, Trolley #60 Committee, Preservation Committee, Publication Committee and as Secretary and super sales person.

In the 1960's, she was helping us rehab the Livonia station for the newly formed Livonia Avon and Lakeville Railroad, as part of the Preservation Committee.

In the 1970's, she worked on our newly acquired Erie Depot. She also helped tear up track out of the old Rochester Subway, and helped to build track on our very first siding at the Museum.

In addition to working actively with our Publications Committee on "When Rochester Rode by Rail", "Water Level Route" and other endeavors, she assisted now deceased member Bill Gordon with many, if not all, of his twenty-six published works on local area railroads and trolley lines.

In addition to railroading, Arlene worked with our WXXI public radio and TV station, and the Volunteers for Seneca Zoo.

Arlene surely was a 150%-er for the Rochester Chapter, and for the whole railroad hobby movement.

She will be sincerely missed by her many, many friends, but surely never forgotten by any of us.

By Rand Warner, with input from Bob Miner.

Membership Report

Chris Hauf, Chairman

As Chris was out of town this past week on a business trip, this Report will be given next month.

Renewal notices should be appearing in your mail box shortly.

Chris can be reached at 381-9593 or by e-mail: crhauf@frontiernet.net if you have any questions.

Calendar Pictures for 1999!

Have you submitted yours?

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.

Ralph Wulff suggests that several of the photos appearing in Canandaigua's *The Daily Messenger* of January 5 on the Finger Lakes Railways as possible candidates.



live with a heating system that has a long time lag between turn on and heat on.

Jeff Carpenter has donated a 20" TV to the library. This completes our tape viewing capability. We are now soliciting donations of VCR tapes to the library for those who have a surplus or have dropped certain lines from their collection. No decision has been made on circulating tapes. Perhaps we will see how the circulation of books works out.

See you at the library on January 24, 1999!

Grand Opening of Library

(Continued from Page 1)

Some books will be circulated. These books will be loaned for a month with an additional month renewal. Renewing can be accomplished by calling the library chairman at 377-4245 before the book loan expires. After the renewal period, the borrower will be asked to return the book promptly. It is of major concern to the membership that our library collection remain intact. Therefore expect both the library committee and the trustees to be aggressive in getting overdue books returned.

The non-circulating books will be identified by a red dot on their spine label.

The periodicals will not be circulated. However, a copy machine to be operated by the library staff will be available at \$0.10 per page for those wishing to have periodical articles copied.

Surplus duplicate issues of railfan periodicals will be on sale at the library.

Light refreshments will be served.

Library Report

by Charles Robinson

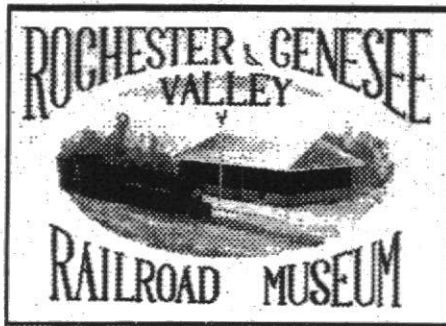
Finally the library is going to be opened on Sunday, January 24, 2:00-5:PM and we will be prepared to circulate selected books to the membership. See our ad in this month's *Semaphore* for more details.

A devoted crew of Teresa Kellert, Steve Oagley, Gale Smith and John Stewart that have made all this possible. There have been others who from time to time have contributed: Bob Miner, Dave Luca, Don Shilling and James Stewart. Hopefully I have not forgotten anyone. However a very special note of thanks a recognition should go to Bob Miner and Dave Luca for their continuing attention to building maintenance.

We have substantially completed the task of categorizing, cataloging and tagging the over 1,000 books. The important step of deciding which books should circulate and which should be confined to library use only needs to be done before the opening. The periodicals have been placed on shelves in magazine files for easy access.

Bob Miner saved the day for the library by promptly fixing the heating plant when it failed this past month. We are learning to

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Rand Warner, Manager, 425-8587

BEST WISHES FOR 1999

May the best of all possibilities come to the Chapter and the Museum in the coming year:

- Individual, group, organization, foundation and corporation sponsors for restoration of Subway Car #60.
- Long term land use agreements for all four QUADRANTS for our VISION.
- Funding for substantial rehab/upgrade of our Excursion Train Set.
- Live overhead electrification of a portion of our joint NRHS/NYMT track-age to permit trolley operation.
- Detail definition and funding of our steam loco operations program.

Restoration Facility

Work in process as of Dec. 26:

Projects inside the roll-up doors:

Pennsy N5c caboose interior work.
BR&P caboose siding removal.
Rochester Subway Car #60 interior rehab.
Burro Crane rehab and motor removal.
RG&E TrackMobile - mechanical
Army TrackMobile - mechanical
International tow truck/wrecker water pump replacement.
Portable base for 175kw diesel generator substation for building.
Transportable 250kw diesel generator substation for trolleys..

Additional items yet to be moved into Restoration Facility:

Track Motor Car #2 for rehab.
Trailer Car #2 for touch-up.

Additional items being worked on just outside Restoration Facility:

Steam Loco #12
WAG snow plow
Kodak Park RR snow brush.

Looking Back on 1998

Surely 1998 will go down in history as a year of all time accomplishment.

Excavate and grade a 100' x 300' building pad for new restoration facility.

Erect and close in a 60' x 140' x 20' high, all steel, clear span, restoration facility with six roll-up doors, on schedule, with no debt and on budget.

Acquire and put into operation a Track-Mobile fleet.

Reacquire and relocate our first trolley - Rochester Subway Car #60.

Acquire a 250kw diesel generator set and build a substation to operate our first trolley with NYMT.

Re-ballast, re-level and re-surface our entire main line from RGVRM to NYMT.

Completely rebuild the S-curve with

subgrade, ties, surface, gage and alignment.

Dismantle steam loco #12 in preparation for rehab, and acquire ownership of fireless 50-ton steam loco.

Move in wooden FGEX reefer and metal N5c Pennsy caboose. Substantially expand construction equipment with forklifts, prime movers, dump trucks, rollers, graders, and crawler equipment.

Acquire next to new (for us) bucket truck for line crew.

Extricate and relocate a 175kw diesel generator to power our new building.

Restore Rochester, Lockport & Buffalo interurban trolley waiting room and install on relocatable base.

Fill our new Restoration Facility with tracks, railroad equipment and construction equipment projects.

Major Goals for 1999

Completion of yard trackage into and out of our Restoration Facility.

Rehab and painting of RG#E loco #1941 for return to service.

Completion of restoration of P-C transfer, Erie and NYC cabooses.

Rehab and put into service our Burro crane along with an operational flat car.

Complete second block of signalling system.

Complete roof repairs to secure and

stabilize Pine Falls, and E-L MU Power Car.

Erection of initial facility for heavy equipment repair and restoration work.

Replace Switch #6 and rebuild/reinforce embankment at Switch #5.

Improve drainage inside and outside Depot to protect against water damage.

Complete stoning of all visitor areas around Depot for safety.

Install temporary support utilities for new Restoration Facility to enable project activities.

Implementing the Vision

Last month we wrote about our long range VISION for the FOUR QUADRANTS. This month we will discuss some of the organization.

In order to bring some focus and energy to bear on the elements of the VISION, it is our intent to appoint the following leadership personnel to help bring the VISION to reality:

- Northeast Quadrant Manager
- Northwest Quadrant Manager
- Southeast Quadrant Manager
- Southwest Quadrant Manager
- Depot Hub Manager
- River Corridor Manager

These managers will be responsible to develop and implement the various details of their respective assigned areas, making use

of the capabilities of our existing twelve functional areas as we know them today, including:

- Motive Power
- Passenger Equipment
- Freight Equipment
- Maintenance-of-Way Equipment
- Track and Right-of-Way
- Communication, Signals, Power & Line
- Buildings and Grounds
- Visitor Operations
- Train Operations
- Tool Car & Shops
- Engineering
- Construction & Equipment

In the next issue, we will talk about the responsibilities of each of these managers in more detail.

New Project Funds for 1999

The following new funds are being established by our Development Committee for specific enhancements to our new Restoration Facility:

- ☐ Concrete floor
- ☐ Service pit
- ☐ Utilities
- ☐ Insulation
- ☐ Heat & Light
- ☐ Tools

Thanks to Tom Tisher for suggesting this new break out.

Rochester, Lockport & Buffalo Interurban #206

Foreman: Bernie Cubitt

Progress:

We have completed acquisition of this trolley and now have title to it and have put insurance on it.

The car has been donated free and clear by Mr. and Mrs. Lyell Caleb of Knowlesville, N.Y.

We have made up phased restoration and finance plans.

Bolster sketches have been provided to a fabrication shop and quotes have been received. We are also looking into replication of truss rods, queen posts and coupler pivots.

A search for trucks is underway.

Plans:

Prepare the car for Spring relocation to our Museum, via several winter work parties:

- ☐ Remove false roof.
- ☐ Remove materials stored inside.
- ☐ Close in northwest corner.
- ☐ Close in added side door.
- ☐ Close in any open windows.
- ☐ Remove extra sidings on west end.
- ☐ Add interior bracing for transport.
- ☐ Clear debris away from west end.
- ☐ Remove false siding over old windows.
- ☐ Clear out underneath for future loading onto transport trailer.
- ☐ Continue technical research on electrical and mechanical and brake system components and their availability.

Burro Crane

Foreman: Dick Bean

Progress:

The Burro crane has been relocated to the new Restoration Facility and is presently located on the west track just inside the south end.

All removable body parts and hardware have been wire brushed, primed and painted by Dick, and are now relocated up to the new barn.

We have on hand a suitable replacement prime mover diesel engine.

Plans:

Remove sheet metal over prime mover.

Remove existing gasoline engine and replace with diesel and check out.

Complete body work rehab and reassembly.

Go thru all mechanisms for inspection, adjustment, lubrication and checkout.

Re-install boom, cables and fittings and verify integrity.

Check out all systems for safe operation.

Relocate Burro to live trackage to mate up with useable flat car.

Put into operational service in support of our various projects.

All in a Day's Work (Again!)

That Dan Waterstraat is at it again. This time it is a whole temporary wiring system for our new Restoration Facility.

Duplex box outlets down the east and west sides. Overhead wiring across the girders.

All ready for some temporary lighting and convenience outlets all ready for portable power tools.

And he did it all without even going up on a ladder!

Talk about amazing feats....

Mailboxes

Jim Johnson has set up specific mail slots for all our active museum volunteers in our large wooden mailbox area at the office in the north waiting room of the Depot.

Be sure to locate your slot and look for your mail whenever you go out there.

These mail slots are a great help to communications between our volunteers in their various capacities as leaders, workers, teams and coordinators; so we can help each other do a better, faster, easier, more effective job on our projects and programs.

Thanks alot Jim.

Subway Car #60

Coordinators: Rand Warner/Dave Luca/Bill Chapin

Progress:

June arrival publicity in *Democrat & Chronicle* and on TV.

December publicity going into new barn in *Democrat & Chronicle* and on TV Channel 10.

January publicity in *Democrat & Chronicle* as restoration starts.

Structural inspection by James Stewart and Rand Warner.

Donation of replacement headlight by Tom Kim and installation by Dave Luca.

Start of interior paint stripping by Bill Chapin, Dee Mowers and Rand Warner.

Interior clean-out by Dave Luca, Janet Dittmer Bill Chapin, Dee Mowers, Bernie Cubitt, and Rand Warner.

Interim painting of trucks and undergear by Rand Warner.

Interim painting of front end by Dave Luca.

Plans:

Continue stripping interior paint, prime, and repaint: panel-by-panel.

Begin preparation of exterior for initial cosmetic paint job; stripping and priming: panel-by-panel.

Get quotes on materials and labor for structural rehab: member-by-member.

Continue searching for missing seat cushion, roll sign, trolley pole and brake handle.

Replace broken and missing glass windows in ends and on sides.

Develop structural repair plan with Jim Stewart for rear vestibule area. Inquire of regional vendors for rehab of electrical components.

Inquire of regional firms for rehab of brake system components.

Develop scheme for rolling out trucks and supporting body structure.

Develop plan for sheet metal repairs to roof, and to area where roof meets sides.

Develop plan for metal repairs where side paneling meets outer frame angles.

A Bucket Truck at Last

Through the efforts of Scott Gleason and the generosity of Rochester Gas & Electric Corp, we now have a fine 1986 Chevy heavy duty, diesel powered, bucket truck.

This donated truck is in good condition, has accessory wet lines, an accessory 120

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Bucket Truck

(Cont'd from Pg 4)

volt ac generator, and will reach to at least 40 feet in the air. It has lots of lockers for parts and tools in the utility body.

Now we can really go to work on our overhead electrification project. The truck's capability will also be very useful for working on outdoor restoration projects, and the interior of our new restoration barn.

Another dream come true. Patience, persistence and perseverance always pay off!

Thanks to Scott, Bob Polka, Mike Whitecraft, and all the other good people at RG&E.

Railway Express Truck

Progress:

Out late 1930's Ford V8/60 Railway Express Truck is now on site at our Museum. It was donated by former active Chapter member Donald Hosenfeld.

We are currently looking for a good set of four tires and tubes size 7.50x17. If necessary, we can borrow tires and tubes from our smallest, yellow, TrackMobile, as they are the same size.

Once we have good tires mounted, then we can move the truck to a better location for restoration - probably into our new barn.

Dick Bean and Lynn Heintz have already offered to work on this project, and other people have indicated interest.

Plans:

Follow up on leads provided by John Redden for sheet metal parts.

Dick Bean will take the wheels home and clean them and paint them.

Lynn Heintz has parts and interest in the dash area.

Replace front windshield and side door glass.

Reinstall drivers stool seat.

Clean out interior and repaint in proper color.

Clean up exterior and repaint in proper color.

Reinstall new Railway Express Agency signs and logos.

Rehab rusted areas along bottom of body box.

Rehab headlights and other exterior trim parts and front bumper.

Inspect motor and drive lines and determine needed refurbishment.

Thanks to ...

Tom Phillips for wood lathe.

Charles Harshbarger for 200 gallons of gasoline and other fuels.

Dan Waterstraat for shop tools, electrical and electronic supplies, track tools, lumber, lubricants, paints, Plexiglass, gas-kets.

Jeremy Tuke for headlight and lantern parts, keys, stamps, copy paper, table cloths, upholstery, caboose stove, copying, Visegrip pliers, door locks, acrylic sheet plastic, lanterns.

Dick Bean for welding, wrenches, tools, paint.

Dave Luca for CD's, hydraulic parts, hardware, landscape supplies, caboose storage rent, welding supplies, shipping boxes, library supplies.

Norm Shaddick for hardware, parts for tamper and TrackMobile, hydraulic parts, parts for tie extractor and track cars, tools, paint, antifreeze, batteries.

Chris Hauf for painting supplies, hardware, cord strip, lubricants, electronic supplies, keys.

Dick Holbert for battery charger, tool box & Tools, radio equipment, battery cables, radio parts & repairs, power supplies, battery packs.

Bob Mader for chipboard, plywood, lumber.

Bill Chapin for spike maul handles, paper towels.

George Knab for tools, rigging steel, use of gasoline welder on rubber.

Art Mummery for tools, supplies, heavy equipment parts, arranging donation of gasoline powered 6000 lb. capacity Towmotor forklift.

Joe Scanlon for arranging donations of structural steel, fence gates, insulation.

Dee Mowers, Bill Chapin and Bernie Cubitt for info on waiting room stations.

Gale Smith for plastic and twine to close in west side of *Pine Falls*, two lamps and refurbishing end tables in car's lounge, copy paper.

Rand Warner for track tools, shop tools, electric & mechanical hardware, technical books and literature.

Tom Kirn for headlight for Trolley #60.

Wanted

For restoration work on steel cars:

- MIG welder
- Heavy nibbler
- Plasma cutter
- Rivet gun

For restoration work on wood cars:

- Planer
- Table saw
- Joiner
- Band saw

Trojan Diesel 3-yard loader with new paint and NRHS decals! *Photo by Rand Warner*

For restoration work on steam loco:

- Tube cutter
- Beading tool
- Tube expander
- Caulking tool

For Rochester Subway Car #60:

- Seat cushions
- Roll sign
- Trolley pole & base
- Brake handle

For RL&B Interurban Car #206:

- Trucks MCB
- Baggage racks
- Seat frames
- Seat cushions



An Interview

David Monte Verde



David was born in Dansville, NY (at MP 318.6) where the DL & W's Groveland pushers moved trains out of the Genesee Valley. He graduated from Dansville Central

High in 1964. He received a Bachelor of Science degree from RIT with the distinction of being in the first graduating class from the 'new' campus in Henrietta.

He came to Rochester in 1964 to attend RIT, and stayed in the area. First it was with General Railway Signal for 19 years, then six at Eastman Kodak. In 1989 David started Genesee Valley Transportation Company. Now as President, he oversees GVT Rail Systems and its 5 subsidiary railroads.

David lives with his wife, Bee (who he married in June 1977) in Scottsville with three boys: Charlie, 16, Phillip, 14, and Teddy, 11.

Obviously, David 'loves and lives railroading'. This interest developed by riding Dansville and Mt. Morris steam and watching the pushers work Dansville Hill while playing baseball.

His current interest is in modeling in true 1:1 gauge and has collected 16 ALCOs and three 44-tonners!

He became a member of the Rochester Chapter in about 1972, and quickly became an active member: Store keeper, Program chairman, Board member and Treasurer. He noted that at the time he took over the check book in 1975, there were 19 missing checks and the balance was \$109 — the total amount of money in the Chapter's coffers! "We've come a long way" was David's comment.

As far as current Chapter activity goes, he is 'retired' but serves as consultant to Rand Warner.

So far, David has recruited eight Chapter members from the semi-pro railroading ranks to full time railroaders. So, besides being Rand's consultant, he is also a recruiter for the Chapter.

GVT Rail Systems

by David Monte Verde

As an outgrowth of LV211 Associates, which bought the Chapter's LV 211 and leased it for 18 months to the Rochester & Southern, and then donated it, along with the MU car, the DL&W baggage car, and the ERIE caboose to the Chapter in 1989, David started Genesee Valley Transportation Company which now goes by GVT Rail System (to shorten the name and avoid confusion with the Genesee & Wyoming). GVT is the parent company of five railroads which encompass 278 miles of track whose trains move using a roster of 16 ALCO's (6-C425's, 6-RS11's, 1-C420, 1-M420, 1-636, 1-RS3) and three 44 tonners and 52 employees in New York and Pennsylvania.

Of GVT's first road, the Depew, Lancaster and Western operates three divisions: 1) Lancaster to the Cheektowaga CR (NS) interchange, 2) Batavia Terminal operating ex-NYC 4-track mainline in downtown and the former LV main south of town connecting with CR (CSX) in Batavia yard, and 3) the former LVRR Niagara Falls yard as a transload center and car storage yard.

In the Adirondack region, GVT operates the 117 mile Mohawk Adirondack & Northern and interchanges with its own Lowville & Beaver River, the latter is where the 44-tonners roam. The MA&N has four divisions. The northern two are the Newton Falls Division from Carthage CR (CSX) interchange to its largest customer, Appleton Paper at Newton Falls, and then south to Lowville for its connection with the L&BR. The MA&N's lower (disconnected) divisions Utica to Lyons Falls over which the Adirondack Scenic RR operates for 23 miles from Utica to Remsen (Block Station "Snow") and the Rome Division which is accessed by 17 miles of trackage rights between Utica and Rome on CR's (CSX) Water Level Route. All of the MA&N trackage is former NYC except for, did you know, about 1/2 of a mile of industrial trackage in Rome which belonged to the old NYO&W.

GVT's last pick up in November 1996 was the 47 mile Falls Road RR which was one of the last spin offs by Conrail before the sale door closed and Conrail headed for a total sell off. Unfortunately the eastern end of the Falls Road was severed between Rochester and Brockport leaving GVT with a virtually straight line rail line between Brockport and Lockport.

The one out of state GVT road is "the" Delaware-Lackawanna Railroad operating 76 miles of former DL&W (EL) and D&H mainlines out of Scranton, the latter north

out of Scranton and the former east out of Scranton. Scranton is also the home of GVT's centralized dispatching system, which by early 1999 will be dispatching the FRR, MA&N, L&BR, DL in addition to the Adirondack Scenic RR and Steamtown's trains which operate for 17 miles over the DL's tracks out of Scranton.

After a number of years of work the DL has added GVT's largest customer that being a 4,000 car a year flour mill at the site of the former Chrysler Auto Ramp in Mt. Pocono, PA. The Harvest State's Amber Mills will put GVT's railroads in five digit annual car count class, a growth record that has seen GVT's start with the 3 mile, zero cars per year, DL&W in 1989

[Editor: He ends with: "When are you going to do a slide program for us?" Should be an interesting program.]

Trains, Sept 1997, pgs 52 & 53 tells of restoration of Lackawanna 426, a EMC/EMD product by GVT's Scranton shops.]

PRR Class BM70nb
RPO Car

by Jack Masik

There were a total of fourteen class BM70nb baggage-mail cars. These cars were rebuilt from class M70b mail cars during 1950-1953. These M70b cars were actually rebuilds from original M70 mail cars built in 1910 (one car was actually built in 1907, the birth of the standard designed PRR all-steel mail car). Internally the BM70nb shared the same configuration as classes BM70m, BM70ma & BM70n (its toilet was partitioned on the "A" end, thus most closely resembling the BM70ma).

The BM70nb trackside features, distinguishing it from its other three class cousins, were a high arch roof producing a 14'-0-1/2" car height, wider mail doors (3'-2"), same size baggage door (4'-6"), rectangular (rounded corners) door windows instead of porthole windows, five windows on one side & four on the other side (shortened above belt rail making them square with rounded corners) compared with six & five (full-length to belt rail) on the other three classes, four symmetrical rooftop ventilators as viewed from the top (two on each side), and four-wheeled 2E-P5 or 2E-P6A trucks as compared to six-wheeled trucks for all the rest of the PRR RPO car classes. The BM70nb dimensions are 74'-9 3/4" outside length over buffers, 70'-9 1/4" inside length, 60'-0" mail section length from the "A" end,

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RPO Car

(Continued from Page 6)

10'-9 1/4" baggage section length from the "B" end. Capacity for baggage end was 15,000 lbs. Car weight was 139,200 lbs. The PRR car numbers were 6550, 6504, 8616, 8622, 8628, 8637, 6516, 6518, 7267, 7270, 7275, 6527, 7287 & 6529.

Car #7287 was the one original M70 built in 1907. All 14 BM70nb baggage-mail cars went to PC; #8628 eventually went to the Pennsylvania Railroad Museum in Altoona, PA.; #6518 eventually went to the Railway Exposition Co. in Covington, Ky. The class BM70nb baggage-mail car life on the PRR was 1950-1968. The BM70nb class was built (rebuilt) by the Altoona Shops. RPO cars #6529 and #8616 were used on the Broadway Limited (Trains 28/29) in the early 1950's (#6529 being rebuilt to BM70nb in 1951 and #8616 being rebuilt to BM70nb in 1953).

The original all-steel class M70 mail car design (introduced in 1907) was PRR's response to the Railway Mail Service Plan No. 1 for a stronger and safer RPO car in 1904. The PRR built 34 classes of RPO cars over six decades (367 total RPO cars; the M70 RPO class was the largest at 119 cars; peak roster was 358 RPO cars in service in 1927). The RPO section length varied in PRR RPO classes (60', 30', 25', 20' or 15'). Operation policy, for additional safety protection to RPO clerks, stated that, when practicable, first place one or more express or mail storage cars between the engine and RPO car, or if RPO car is placed next to engine, be sure cars with letter cases in end not be placed with letter end next to engine.

The Rochester & Genesee Valley Railroad Museum's BM70nb RPO was PRR car number 6516. It was originally built in 1910 by Altoona Shops as PRR class M70 mail car, rebuilt in 1935 as PRR class M70b mail car with a baggage compartment; finally rebuilt in 1953 as PRR class BM70nb baggage mail car. It went to Penn Central in the 1968 merger, having served the PRR in RPO service for 58 years; then to Rochester Refrigeration in the mid 1980's as company offices, finally donated by Rochester Refrigeration to the Rochester & Genesee Valley Railroad Museum in 1994.

Reference source: *The Keystone* (official publication of the Pennsylvania Railroad Technical and Historical Society) Vol. 26, No. 1, Spring 1993, and article by Chuck Blardone, titled "PRR Steel RPO Cars".

Forthcoming: "History of the Railway Post Office Operation" by Jack Mastik

History of Library

(Continued from Page 1)

ucts were cider vinegar and wide variety of pickles.

The Le Frois pickle people were occupying eighteen acres in structures originally built in 1919 for the Webster Cider and Vinegar Works.

A broad cement roadway borders the track along the Hojack Yard site at this point plus what was an active switch point and team track. It served area farmers as a shipping point for years and was also an important siding for the Widmer Company. In December, 1971 a fire damaged the Le Frois complex causing them to sell the property.

Peter Broikou then bought the site and in April, 1972 moved the passenger station across the road to his new site. He would turn it into a fashionable cocktail lounge and bar adjoining the pickle factory's boiler room. The station's original wainscoting and beaded ceiling was refurbished and brass lighting and other fixtures from a former railroad station in Italy were installed giving the lounge a further railroad motif. The original passenger benches provided a warm and comfortable addition for the many that frequented the stylish thirst parlor.

The old boiler room was natively decorated becoming part of an up scale, railroad theme restaurant. The bottom sections of two steam boilers were cut out and brick archways placed below them. "Genuine" Tiffany lamps provided the illumination and a shag

rug carpeted the floor. A baggage cart in the main dining room became a salad bar.

OK! What about the history of our new library??

Three wooden cabooses were acquired by Mr. Broikou. One was used as an office, another for a candy store, the third provided an unusual entrance to the restaurant. Over time the pair of cabooses, setting side-by-side, were joined together, had electrical and plumbing fixtures added and heating and air conditioning units installed. They then formed a very cozy space becoming a beauty saloon. That space is now filled with bookcases, books, magazines, railroad memorabilia and many of the Chapter's historical records. The members of Charlie Robinson's library committee and their enthusiastic helpers have done a remarkable job transforming the beauty parlor into a first class, workable library.

One caboose, dating to the 1921 era, was purchased from the Syracuse Division of the Penn Central Railroad. The other, in almost "mint-condition," was once the property of the Delaware & Hudson Railroad. (Or the Vermont Central according to the wheel sets) Only a very discerning eye can tell which is which today due to extensive changes, both on the interior as well as to the exterior.

Why not come down and visit your new library Monday evenings between 7:30 and 9:00 P.M.? It's has to be the largest railroad library in Western New York ... we think.

Off the Wires

Pullman Factory Fire Set by Arsonist

Trains gave more information on the five-alarm fire that destroyed the two-block long administration building on December 1. A man confessed to starting the fire and charges were filed. No one was hurt.

The factory built its last car in 1981 when Amtrak's Superliner sleeper 32009, named the *George M. Pullman*, emerged.

In 1990, the State of Illinois purchased the building to be readied for housing the Chicago Transportation Museum. Community leaders were hoping this building would be the cornerstone for a proposed \$72 million project to convert the sprawling factory into an indoor mall. [Trains, Feb. 1999, Page 18D]

Ohio Central Reconsiders

Last year, Ohio Central had announced the suspension of its popular often steam-powered excursion trains.

Since then, they have acquired the ex-Canadian Pacific G-5 Pacific #1278 from the Gettysburg Railway. This engine was the involved in the boiler eruption several years ago. OC has its sister, #1293. They also are to rebuild ex-Grand Trunk Western 4-8-4 #6325 to star at the NRHS' 2000 Pittsburgh Convention (see below).

Although it is reported that they will be discontinuing daily trips, they will entertain operating longer, irregularly scheduled excursions. [Potomac Rail News, Nov. 1998]

NRHS' 2000 Convention Change

The Lancaster Chapter has withdrawn sponsorship of the Year 2000 Convention in Pittsburgh. Western Connecticut Chapter's bid was accepted for Stamford, CT for July 12-16, 2000. [NRHS News, Nov. 1998]

The Semaphore

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National Railway Historical Society
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January 21, 1999
40 & 8 Club
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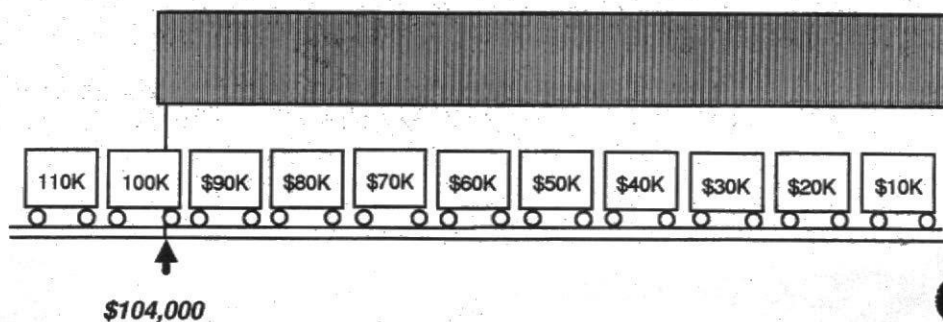
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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: First Day of Each Month.**

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



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