



The Semaphore

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

February 1999
Volume 41, No. 6

Program for February 18:

Nostalgic Ramblings of the 50s and 60s

by Dale Richard

The 50s: Philadelphia Transit Co. and Philadelphia Suburban Transit Co. (Red Arrow Line) Interurban and street car action in the Philadelphia area.

The 60s: Reading Iron Horse Rambles. Steam action on the Reading in 1959 to 1964. Plus Denver, Rio Grand & Western in Colorado.

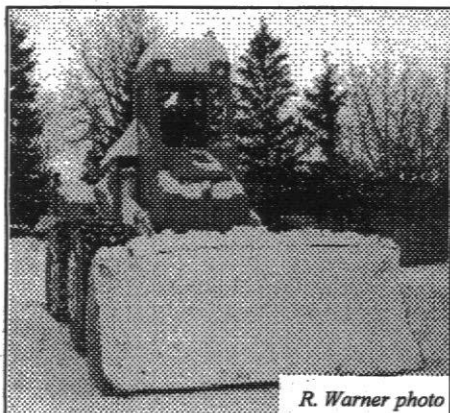
Dale, who lives in Havertown, PA, will be visiting in our area. He is the brother of Chapter member Glen Richard.



Information Needed. Can you identify this NRHS-Rochester Chapter trip to Salamanca, NY? What date/year, who took the photograph, other interesting aspects of the trip. Call Dave Luca @ 288-0318 or Dan Cosgrove @ 352-6931. How about an article for *The Semaphore*?

Year End Party

We had at least 50 people out to our January 9th party, with lots of good food, fun and fellowship, winter weather not withstanding!



R. Warner photo

Saturday morning was spent shoveling our walkways and plowing out our parking areas with the Trojan loader.

Thanks to John Redden & Co. for train operations NO MATTER WHAT the conditions.

Thanks to Jim Johnson, Norm Shaddick, Mike Dow and Dick Holbert who changed the voltage regulator out on EKC #6.

Thanks to Jan Dittmer, Marie Miner, Elaine Redden and Marge Warner for set up and take down.

And to all the many others who had a hand in making this a real fun event NO MATTER WHAT!

RW

New Program For Young Railfans

By Dale Hartnett

Do you know a teenager who loves railroads and trains?

Then you should make sure they know about the new program for young adults at the R&GVR Museum.

Railfans between the ages of 14 and 20 who join will learn about railroading as a hobby and as an industry. Using the museum's facilities, participants will have the opportunity to join other young people in learning about railroad operations through hands-on experiences alongside museum volunteers.

Planned activities include freight and passenger operations, equipment and building restoration, locomotive and buildings, and museum operations plus exploration of hobby interests such as field trips, model railroading and photography. During the 10-month program (March through December) participants will have an opportunity to explore railroad-related topics that are of particular interest to the group.

The program is part of "Venture Scouting," a hobby-oriented effort organized by the Boy Scouts of America designed to give young people positive adult role models.

From the Chapter's perspective, this is a great opportunity to share our love of railroading with others.

Dale Hartnett will serve as the group's advisor. Don Shilling will chair an advisory committee for the group. Rand Warner will represent the Chapter with the Otetiana Council. John Redden and Jeremy Tuke will also serve on the advisory committee.

It's expected that the youth group will meet monthly at the museum and participate in other monthly activities and outings.

The youth program will kickoff with an organizational meeting on **Thursday, February 25 at 7 PM** at the **Henrietta Public Library**. Young people, both male and female, are invited to attend with their parents.

For reservations for the February 25th meeting or for more information on the youth program, contact Dale Hartnett at (716) 243-0139.

Do a young person a favor; invite him or her to be part of our youth group!

1999 TRACK MOTOR CAR TRAINING BULLETIN

FOLLOWING ARE THE DATES FOR TRACK MOTOR CAR TRAINING SESSIONS

"Classroom" Sessions

Saturday, March 27 10AM-Noon

Saturday, April 10 10AM-Noon

"Classroom" and Operating Session

Saturday, April 27 9AM

Operating Training

Saturday, April 24 9AM

Final Training

Session Saturday, May 1 9AM

Operators **MUST** attend at least one classroom and one operating session.

Classroom sessions will last approximately 1-1/2 hours. These will cover operating procedures, safety issues and related topics.

Operating sessions will involve actual operation of available track cars, and we will be operating up and down the line.

PLEASE PLAN ON ATTENDING IN ORDER TO BE QUALIFIED TO OPERATE.

If you have any questions or are unable to attend the posted training please contact Jeremy Tuke at 359-8944.

1998 Visitor Survey Yields very Positive Findings

Reported by Bill Heron

A survey among visitors to the New York Museum of Transportation and the Rochester and Genesee Valley Railroad Museum, (Rochester Chapter, NRHS) was conducted during the 1998 joint operating season, May-October. The primary objective of the survey was to obtain indications as to visitor reactions to their experiences at the museums.

On a sample basis, 200 paying visitors were given a survey form at the time they bought their tickets. They were asked to fill out the form at the end of their visit and then to return it to the ticket seller. A total of 77 ticket buyers filled out survey forms and turned them in. This quantity is sufficient to provide an accurate and valid sample.

A large majority, (50), of the visitors who completed a survey form rated themselves as "very satisfied" with their visit. All the rest said that they were "satisfied". The most mentioned reasons for visiting the museums were "interest in trains, trolleys, cars, trucks, etc." and "entertain family, friends". The most frequently cited "thing like best" was the track car ride. "Looking at/going into rail equipment" and the "model train display" also were mentioned frequently.

Almost all the visitors who completed survey forms indicated that their visit to the museums had not disappointed them in any way.

The knowledge, willingness to share and genial manner of museum volunteers were reflected in the fact that the substantial majorities of visitors rated museum volunteers "excellent" both for "pleasant, friendly manner" and "ability to answer questions". Likewise, reactions to the condition of the museums' facilities and housekeeping were clearly favorable.

A majority, (51), of the visitors who completed survey forms live in Monroe county, including the city of Rochester. The city and the southeast quadrant of Monroe county were the two most frequently given places of residence. Interestingly the museums' patrons are not entirely from the immediate area. Of the visitors sampled, 17 are from further afield, including two from Canada.

Overall, the responses to the survey indicate that the hard work, thought and time so many members invest in serving visitors adds up to a good job well done. Yes, there is a bit of room for improvement, but primarily the message seems to be, "keep up the good work".

[The Press Release also appeared in NYMT's *Headend*.]

Membership Report

by Chris Hauf, Chairman

28 Candlewood Dr.,

Pittsford, NY 14534-4609; 716-381-8583

(e-mail: crhauf@frontiernet.net)

Welcome to these new members:

Christopher & Cindy Graham

4265 Brick Schoolhouse Rd.

Hamlin, NY 14464

(716) 964-8532

Interests: Rolling stock restoration, trips

Chris Veronda

54 Valley Brook Drive

Fairport, NY 14450

223-3744

Alan R. Saiger & Anne Allen

382 Cromwell Drive

Rochester, NY 14610

264-9059

Interests: Museum tour guide, Trips,

Dues renewals to all regular members have been sent along with their 1999 Rochester Chapter NRHS calendar. For those members who joined after Sept. 1, they should be receiving their calendar in the mail soon. Also, local members renewals will also be receiving their renewals and calendars soon as well.

Chris Hauf would like to thank Dave Luca, Danny Cosgrove, Dee Mowers, and Bob Miner for helping prepare the renewals for mailing!

Membership cards will be mailed as renewals are processed. Remember, the deadline for renewals before you are dropped from the Rochester Chapter and NRHS rosters is **April 1**.

If you have any questions on your renewal, please contact Chris Hauf (381-8583).

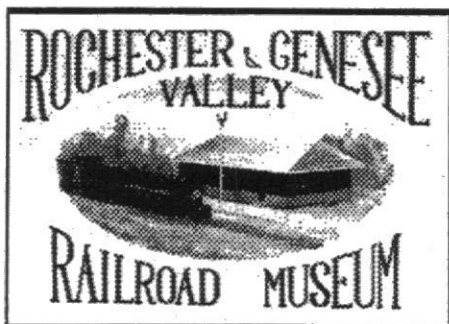
Evangeline M. Bulman

Calvin Bulman's Mother, Evangeline, departed our presence on January 13, at the age of 94. We extend our sympathy to Calvin and his family.

A Devoted Couple

George and Nancy Knab celebrated their Fiftieth Wedding Anniversary back in mid-October. How? George brought Nancy to the Chapter's October meeting!

[Editor: On apologizing to George about this oversight, he said Nancy would likely 'cream me'. But gosh, how can one not acknowledge such devotion?]



Rand Warner, Manager, 425-8587

Out Reach Programs

Dale Hartnett has presented a comprehensive plan to our Board of Trustees for a program aimed at teen boys and girls.

The program, which would allow the youth to do "Merit Badge" type work at the Museum, was approved by our Board, and should be getting under way when weather breaks. (See article on Page 1).

Dave Hulings, our Operation Lifesaver Coordinator, recapped at our December and January meetings, all the recent activities done with OMID RR this past Fall.

He also indicated seminar and training opportunities to be coming up in the near term. Call him at 265-4525 if you are interested in this important program.

Restoration Facility Utility Station

George Knab and Art Mummery are putting together a 24-foot van body on a relocatable frame.

This unit will house our 175-kw, three phase, diesel generator set, already on hand, and a large electrically driven air compressor being provided by George Knab.

We already have heavy conduit and switchgear that came with the generator set, ready to re-install.

The completed utility unit will be used to provide interim power and shop air to our new Restoration Facility.

We hope to have it on line soon. Nice going, guys!

Trackwork suggestions from our friends at C&G Surfacing

- Be sure we have a least one good tie under every joint.
- Tighten up bolts on all joints
- Get ballast up to tops of ties in all cribs between the ties.
- Be sure to fix bad groups of ties going into and out of curves.
- Be sure to tamp wherever we add new stone to resurface.

Safety Inspections

Coordinator: John Redden

Safety is #1. Personnel safety is tops – for our visitors, our contractors, and our volunteers and members. Property comes next.

To that end, each functional area has been, and is, responsible for its own internal safety inspections by the Superintendent or his designee as follows:

Motive Power - John Redden

Freight Equipment - Chris Hauf

Passenger Equipment - Bob Miner

MOW Equipment & Track Cars - Norm Shaddick

Construction Equipment - Joe Scanlon

Buildings and Grounds - Dave Luca

Visitor Operations - Don Shilling

Train Operations - John Redden

Communications, Signals, Power & Line - Neil Bellenger

Engineering - Jim Johnson

Track & ROW - Rand Warner

Tool Car & Shops - Charles Harshbarger

An expanded Safety Committee is being set up, with proper representation of technical skills, to insure high quality safety assurance across all our areas of equipment, facilities, and procedures.

Let There Be Light!

We now have working lights in our new Restoration Facility. What a blessing!

Last month Dan Waterstraat installed interim wiring and outlets on the east and west sides of the barn.

Bob Miner, Jim Johnson, Charles Harshbarger and Dick Holbert modified and assembled 300-watt mercury vapor lamps donated thru Bob Miner from Chapinski Hardware.

Dave Luca and Art Mummery did a "High Wire Act", using our Ford forklift, to hang the modified lights on the overhead beams.

Thanks a big bunch everybody!

Railway Express Truck

Foreman: Dick Bean

Serious work has started on our late 1930's Ford V8-60 Railway Express Agency truck.

Dick Bean, Rand Warner, and Dan Waterstraat have removed the wheels and put the body up on blocks temporarily.

They have also removed the wheels from our yellow TrackMobile, which have the same 7.50 x 17 8-ply tires.

Dick is getting the tires and tubes swapped, as the existing tires on the Ford are rotten. He will also get the rims sand-blasted so we can repaint them red.

When we get the new tires and wheels back on the truck, we can take it down off the blocks, and then we will probably want to move it up to our new Restoration Facility for further work.

Lynn Heintz, Rand Warner, John Redden, and others are continuing to search for and identify resources for parts.

Dick Bean plans to take the hood home to straighten it out, until we get a better replacement to use.

We have raised \$200 to date for this project by selling gold plated REA pins at \$10 each. If you don't yet have yours, please call Rand Warner at 425-8586.

Outfit the Line & Bucket Trucks

- ☐ Canvas bucket, rope & pulley
- ☐ Cable pullers, larger and smaller
- ☐ Spoon shovels, large and small
- ☐ Cable guide wheel assemblies to hang
- ☐ Ropes and hooks
- ☐ Cable clamps
- ☐ Trolley ears
- ☐ Trolley insulators
- ☐ Telephone insulators
- ☐ Threaded wood insulator posts
- ☐ Utility line insulators
- ☐ Utility line wire
- ☐ Telephone wire
- ☐ Signal insulators
- ☐ Signal wire
- ☐ Hand tools
- ☐ 1/2" power drill to run off alternator
- ☐ Span wire rolls of 7/16" and 3/8"
- ☐ Guy wire and insulators
- ☐ Guy wire anchors
- ☐ Thru bolts, nuts and hardware for poles

Quadrant Managers

Expanding the VISION Concept

Destinations

We have discussed our VISION of the four QUADRANTS, etc. in recent *Semaphore* issues. To increase the focus and energy on this expansion plan for our RGVRM, we will have QUADRANT MANAGERS.

The job of the Quadrant Managers will be to develop, over time, the full potential of their respective quadrants, to support the attainment of our overall VISION.

Northeast Quadrant Manager

Continue improvement and expansion of grounds, tracks, buildings, displays, shops, signals, visitor operations, types of rides, lineside attractions, equipment and exhibits.

Further develop interfaces with NYMT, BOCES, land owners, and others.

Further develop trolley ride and electrification in joint effort with NYMT.

Further develop trackage, sidings, storage yards, turning facilities and possible new routes.

Northwest Quadrant Manager

Develop trackage on west side of LA&L RR; starting with new switch, and extending down to Genesee River.

Develop lineside industries to support the needs of our Museum projects, and to provide a demonstration of various antique technology—both equipment and operating procedures—to our visitors.

Example pseudo or mini-industries could include small gravel pit, sand pit, stone pit, ice pond, sawmill, replicate top end of a salt mine or oil well, etc. Some of the equipment might be steam or water power operated. There would be opportunity to feature Mack Bulldog trucks, Lynn tractors, Shay locomotives and other period artifacts.

Further develop interfaces with NYS/OGS, Army Engineers, Navy Sea Bees, Operating Engineers, and Union apprentice programs.

Southeast Quadrant Manager

Develop a motive power shops complex to support steam, and possibly diesel, locomotive technology.

Set up turntable and radial tracks, roundhouse, machine shop, coal tower, water tower, sand tower, etc.

Develop land, trackage, displays, exhibits, facilities and equipment to further enhance our Visitor Experience.

Develop the turntable complex as a medium to display an assortment of steam, and possibly other, locomotives, etc.

Use this quadrant to support the overall needs of the Museum to implement our long range VISION.

Further develop interfaces with Industry State School and Oatka Residence Center.

Southwest Quadrant Manager

Develop new trackage route to interface with Lehigh Valley RR Trail and Pennsylvania RR/Genesee River Trail at Genesee River.

Develop track infrastructure from west side of LA&L RR and south of Route 251, including sidings and turn around facilities.

Lay out all trackage to steam road specifications for curvature, etc.

Develop the rail ride and any other lineside attractions and destinations interfaces.

Coordinate with NYS/DEC on land use and recreation capabilities and possibilities.

Hub Manager

Coordinate all activities out of RGVRM Depot hub, including attractions of the four quadrants, the river corridor, and LA&L RR.

Develop increasing choices of activities and selections by the public as part of our VISITOR EXPERIENCE.

Further develop interfaces with LA&L RR, regarding excursions and special events and other possible interactions.

River Corridor Manager

Develop access route to Genesee River at Cox's Ferry location.

Develop transportation modes to reach river access.

Develop attraction possibilities at river access; including Cox's Ferry, boat access, water craft tours, etc.

Interface with involved public and private groups and sponsors.

As has been discussed in recent issues of *The Semaphore*, we have a VISION of expanding our Rochester & Genesee Valley Railroad Museum in a number of geographical directions and we refer to our several QUADRANTS.

One of the really great future possibilities for all of the areas being considered is that every one is a real DESTINATION; not just a place to go out to the end of a line and turn around to come back again.

We are very fortunately located to be able to offer attractions of interest for all of our proposed expansion routes as shown below. This is real excitement and a real future to pursue.

NE Quadrant:

New York Museum of Transportation
BOCES, Displays, Events, Activities
Electric Trolley Ride

NW Quadrant:

Lineside Industries
Genesee River Access
Geared Steam Loco Ride

SE Quadrant:

Industry State School
Oatka Residence Center
Steam Terminal Facility

SW Quadrant:

LV RR Trail
Genesee River Access
PRR/Genesee Valley Trail

Industry Depot Hub:

Rochester & Genesee Valley RR Museum
LA&L RR Excursion Trains
Access to ALL OTHER RIDES/AREAS.

Route 251 at Genesee River:

Cox's Ferry Historic Site (replicate) and Genesee River.
Fishing Access Site and Boat Launch and Boat Docks/Barge or Tour Boat.
Antique Bus, Boats, Car or Horse drawn conveyance ride.

RL&B Trolley #206 in Your Future

Foreman: Bernie Cubitt

Plans are being developed to move RL&B car #206 into our Museum this Spring. We will be starting work party road trips to Knowlesville as soon as weather permits.

We are continuing to collect research info on the 200-series cars from various sources, including NYMT.

We presently have a headlight in hand to be restored, NYMT has identified another, and Jeremy Tuke knows about markers and brackets.

Rand Warner is chasing trucks and trolley poles sources.

NYMT has a brass baggage rack to use as a pattern for replication, donated by Pennsylvania Trolley Museum.

Rand Warner is getting quotes on replication of bolsters, queen posts, truss rods and coupler mountings, based on patterns from NYMT's EC&W car #107 of same vintage.

A source of transom window glass replicate has been identified.

Sources for other needed hardware, such as retrievers, grab irons, steps, electrical, and mechanical hardware are being researched.

A substantial three-ring project notebook has been assembled already.

Call Bernie Cubitt, 352-3064, if you can help out on this exciting interurban project.

Development Funds for New Restoration Facility

The fruits of the last several years of capital campaign for our new restoration building are now evident in the fine structure erected and already occupied by tracks and rolling stock.

Now it is time to look forward to enhancements to the basic building shell. At the suggestion of Tom Tischer, we are now designating the following new building sub-funds for your consideration:

- Floor slab
- Pit area
- Utilities and heat
- Shop equipment
- Office and Storerooms attachment
- Expansion southward
- Insulation.

Trolley Electrification

Facilitator: Rand Warner

To further our join RGVRM/NYMT Electrification Program this year, we will be working together to:

- Equip our line truck and bucket truck with proper tools and supplies in secured lockers. (See page 3 for needs.)
- Erect wood poles along level track on south leg of NYMT loop beside NYMT barn.
- Finalize configuration of our diesel generator substation.
- Make any needed repairs to insure safe operation of Trolley #168.
- Bond the rest of the rails between the R&E waiting room and the crossing shanty along the south leg of the loop at NYMT.
- Hang wire on prepared bracket arms to be mounted on above mentioned wood poles.
- Set up portable substation in proximity to line run.
- Run more permanent feeders from substation to overhead wire and return rails.
- Begin initial trolley operations for our visitors this year on a short stretch of electrified level track behind the NYMT barn at the loading area.
- Store all special supplies and tools in the designated room in the SW corner of the NYMT barn—in cabinets.
- Put Trolley #168 and the overhead system and substation under comprehensive safety inspection.

Trolley Power Substation

Through the efforts of Joe Scanlon, George Knab, Art Mummery and Rand Warner, we now have a 20 foot cargo semi-trailer delivered from Seneca Army Base, to house the diesel generator set, rectifier, switchgear and other apparatus for our 600-v dc trolley power supply.

The equipment, which was temporarily mounted on an open trailer frame (another Army unit), will be relocated into the cargo semi-trailer permanently.

The new trailer has a fifth-wheel hitch, allowing us to move it with our Diamond REO tractor truck. Thus we can locate it where ever best suits our trolley purposes.

Have Substation. Will travel. Stay tuned for further developments!

Thanks to ...

Jim Johnson for not one, not two, but three cast iron stoves suitable for railcar or building usage.

Gale Smith for tools, supplies and materials for *Pine Falls* restoration and protection, and donation to Trolley #60 restoration fund.

George Knab for offer of large, three-phase, air compressor and other shop tools.

Jim Moore, for donation of trolley controller handle and trolley pole collector shoe assembly for Rochester Subway Trolley #60.

Charles Harshbarger for donation of still more new file cabinets.

Bob Mader for info on heavy duty shop power tools.

Jim Dierks of NYMT for trolley parts info.

John Weber for offer to make detail shop drawing of trolley parts.

John Stewart for tools and tool box.

Kevin Klees for technical manuals.

WANTED

32-v and 64-v incandescent lamps, any wattage, standard base.

250-w, 32-v steam locomotive headlight bulbs.

Marker lights for interurban trolley cars — also brackets.

Steam road couplers for interurban trolley cars.

Bond wires for trolley rails, #4-0 or larger.

Guy wire for trolley power poles on overhead, 7-strand galvanized, 5/16" or 3/8" or 7/16".

Modern materials for steam loco boiler lagging.

Wire rope 5/8" and 3/4" diameter with metal center, for cranes.

Antifreeze and lube oil for construction and M.O.W. equipment.

Brake shoes for trolleys, freight cars, passenger cars and locos.

Webster Library Schedule:

2-5 PM Sundays of

February 21, March 21 and April 18.

Circulation confined to members.
Book loans: one month with one month renewal.

Motive Power Report

by John Redden

BNY 12 — Work has continued during the warm weather months to prepare our steam engine for an internal boiler inspection and possible repairs. Kevin Klees designed and built a flue cutter that works from the inside of the flues, and cut twelve flues on the smoke box end. Part of the tool failed at that point, and he had to re-make the part (which he has now done). When the warm weather returns, we will be able to resume cutting flue-ends and eventually removing the flues. Ron Amberger and Al Rogers have lead a team in removal of all appliances from the backhead and cab, and removal of the coal from the bunker. The Construction Equipment division will be using one of their cranes to remove the cab during the spring. We are continuing to interview potential contractors with the goal of removal of the lagging on the engine.

Trackmobiles — Bob Mader and Art Mummery are replacing the points and condenser on the operable (blue) Trackmobile. The other blue Trackmobile, and the RG&E/Kodak Trackmobile have been placed in the shop building for evaluation. It is hoped that one or both of these units will become operational in the coming year.

EK-6 — Our very reliable 80-ton GE center cab was used successfully again at the year-end party on January 9. This happened thanks to some last minute heroics by the Electric and Motive Power departments. The previous week, Norm Shaddick had found that the reverser was not working. So on the day of the party, Gerry Bertoldo and John Redden disassembled, cleaned and lubricated the air engine and the electric contacts. This corrected the problem. Later in the day, Jim Johnson and Mike Dow diagnosed a problem with the voltage regulator for the battery charging circuit. They were able to remove the regulator from the number one electrical cabinet (whose engine does not operate), and install it in the number two cabinet to give us a fully operable unit. The failed regulator will be sent out for repair.

EK-9 — Quite a lot of work has been done on this unit since its arrival in October of 1997. A small army of guys attacked the cab to clean it in preparation for its formal donation ceremony shortly after its arrival. Dan Waterstraat has built a beautiful battery charger and installed it in the electrical cabinet. Dick Holbert has installed a railroad radio and has traced and repaired various low voltage wiring throughout the unit. Norm Shaddick has done touch-up

painting on the outside of the unit. The water pump has been removed and rebuilt with help from quite a few people, including Rand Warner, Bob Miner, Art Mummery, Norm Shaddick, Keith Blackall, John Redden and others. Our next task is to remove the exhaust stack in order to remove a foreign object in the turbocharger.

LV-211 — This unit was placed on display at NYMT in June. Although it has not been run since 1997, during the fall of 1998, an attempt was made to start it up which included pre-lubricating the engine, and servicing the batteries and other electrical components. A large crew worked for a full day, but was unable to start the engine due to weak batteries.

1941 — We have planned, for quite a while, to take this engine out of service for overhaul of various air brake and electrical components. Now that we have a building, this work will proceed this spring and summer.

The 1841 and 79 continue to operate as needed, but are both currently in winter hibernation. The Electrical department has installed an alternative (generator) power supply for the battery-charging system in these units, as well as EK-9 during their winter stay on Siding 6.

Can Do

In any organization there are a number of descriptor attributes which make the organization effective.

Our Chapter and our Museum can be very thankful for, most of all, our SPIRIT — we can do it! (and we do DO IT).

Next, we can be very thankful for an environment wherein individuals are encouraged and reinforced to succeed in their own specific endeavors of interest and specialty, while simultaneously helping the broader goals of the whole group/organization.

We are grateful for the broad and deep skill base of our member/volunteers, which makes it possible to bring our many visions, dreams and projects to fruition.

And we are certainly blessed with strong and capable leadership at the officer, trustee, committee chairman, and project leader levels.

Thanks to you all for what we have accomplished together. RW

Lunkenheimer Trophy

Wonder who is on tap for the quarterly transfer of the Lunkenheimer Trophy, currently held by Art Mummery?

Rochester Chapter Reaches Milestone

by John Redden

During last September, your Chapter reached a significant milestone, and it's one in which we should take great pride.

Last fall, we received the Activities Annual edition of the National Bulletin. It describes the activities of all of the Chapters of the NRHS. Under the heading for each Chapter, there is a series of coded numbers that describe about twenty "Services" which are actually services, displays and activities. The codes are listed near the front of the Bulletin. These items provide a ruler, against which we can measure our performance and that of the rest of the Chapters. For example, the list includes such activities as "Chapter publishes books and/or periodicals" and "Museum contains diesel locomotives".

For the most recent Activities Annual, our Chapter was lacking only two out of the twenty items. One of them was "Museum owns a steam locomotive" (The National required our Chapter's input for this issue last year, before Gerry Bertoldo donated his steam engine to us.) This donation brought us to where we lacked just one item.

The final missing item was (drum roll, please) "Chapter has a restoration building". As of this writing, the Chapter's Restoration Building steel has been erected; the basic building is complete except for a floor. We now can list all twenty of the codes that the National catalogues for each chapter!

In order to put this in perspective, take a look through the Activities Annual Bulletin to see how many of the 173 other Chapters have achieved this milestone. Hold onto your hats, because there is only ONE in the entire organization that has - The Atlanta Chapter. Now we can add Rochester to the group.

Through the volunteer efforts of dozens of our members, our Chapter has sustained a tremendous number of activities and services to reach this milestone. As Rochester Chapter members, we should be very proud of our work.

[Editor: John submitted this article last October. I have to take responsibility for having this outstanding observation delayed. My apologies, John — and fellow readers.]

Hold off on Lamp Order

Lynn Heintz noticed that Transquip is reproducing a conductor/engineer table lamp was was popular in the past. He is in contact with the company to arrange sale of these lamps to benefit the REA truck project. He plans to have a sample at the next meeting.

Freight Equipment

by Chris Hauf

The PRR N-5c cabin car has been getting lots of attention from Chris Hauf with help from Jeremy Tuke and Ed Van Horn. To date, most of the interior walls have been removed along with the entire wood floor which had many bad spots in it. Sadly, it has been discovered that over 50% of the original steel sub-floor has rusted away or is very thin and will require new steel sheets to be welded into place. Once this is completed along with the repair of some bad areas in the steel on the sides and cupola of the cabin car, the interior steel will be painted to preserve them for the future and new wood walls and floor will be installed. Chris is looking for help with this project especially those with welding and steelwork experience. If you are interested, please contact him at crhauf@frontiernet.net or by phone at 381-8583. The cabin car is in the restoration building which makes the work so much easier.

Dave Luca and his helpers, Bernie Cubitt, Dale Hartnett, and Bill Chapin have been working hard on the BR&P caboose which also has a coveted slot in the restoration building. To date, the entire west side and along with 3/4 of the cupola have been stripped of their siding and windows in preparation for backdating to the BR&P configuration and new siding. Dale Hartnett has been stripping the metal and wood on the south end while Bernie and Bill have been dismantling the interior of the car. Bernie has removed a large amount of the B&O added plywood (the caboose was rebuilt by the B&O in 1968 to its current configuration) from the south end of the interior to discover the original tongue and groove interior walls and roof. Very neat!!!

Thanks to a Dollars for Doers grant Chris Hauf received from Eastman Kodak, the cushions for the Penn Central transfer caboose have been re-upholstered! Don Wawrzyniak took care of delivering the cushions to and from Carl's Auto Seat Covers who did an excellent job. Thanks Don! The cushions will soon be placed back in the caboose now that the snow has subsided from the south leg of the loop at NYMT where the caboose is currently stored. Thanks again to the Eastman Kodak Company for supporting this effort. The caboose needs just a little painting on the interior to be complete inside and requires a small amount of steelwork on the outside to be followed by sandblasting and painting into PC green. This will happen this spring when we can again count on good weather.

Library Report

by Charles Robinson

The Rochester Chapter-NRHS Library had a very successful Grand Opening this past Sunday, January 24. Approximately 30 members and their spouses showed. The library committee deeply appreciated the interest shown in the library. Hopefully all will return to use the facility at a later time.

We want to thank Gale Smith and my wife, Carol Robinson, for furnishing the refreshments for the occasion and Steve Oagley and Teresa Kellet for assisting with the opening.

The library will be open Sunday afternoon 2 to 5 PM on February 21, March 21 and April 18 (that's the third Sunday of each month) for the winter and early spring months. The schedule will then shift to an evening one day a month to be announced later.

The library committee will continue working on our collection on Monday evenings after 7:30 PM and to a limited extent the library can be used during those times. Please call library chairman at 377-4245 to confirm that the library is open a particular Monday evening to avoid a disappointment.

The work of the committee will continue. There are more recent donations of books to be shelved, magazine duplicates to be disposed of, and lists of periodical issues that are absent from our collection to be acquired. The library committee is actively soliciting donations of books, tapes and other historical railroad items. At the moment, we do not need periodical donations and will later provide a list of the issues we need.

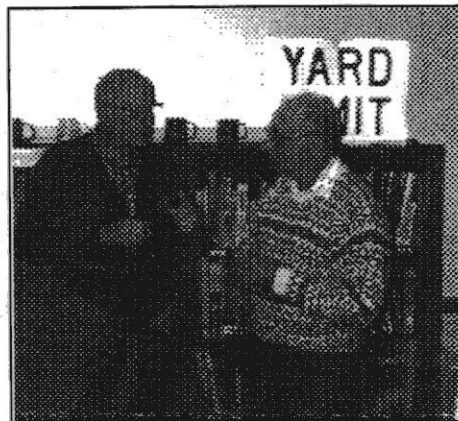
We hope to start in earnest in organizing and cataloging the Chapter's historical archival collections. This is probably the most important activity of the library committee. After all this is a historical society and the Chapter members do have an obligation to take seriously the preservation of Rochester area railroad history.

Eric Drum, a new member, has recently joined the library group and is helping with these tasks.

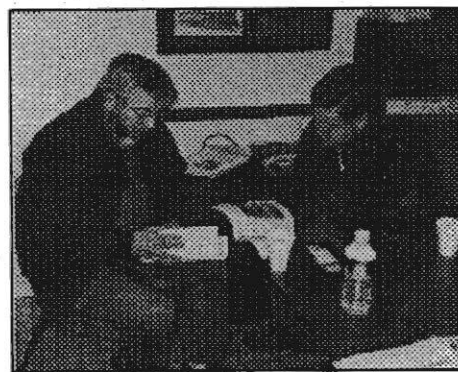
In the last report, we overlooked the contribution Bill Limburg made in making shelves and other woodworking adjustments for the library's book cases.



The pause that refreshes! Dave Luca, Janet Dittmer, Steve Oagley and Carol Robinson.



Above: Charles Robinson confers with Bernie Cubitt. Below: Jack Matsik, assisted by Chris Hauf, doing some research. Bet it is on the PRR!



Webster Library Schedule 2 to 5 PM on Sundays of February 21, March 21 & April 18

(That's the third Sunday of each month.)

The library is located in the twin cabooses at 11 May St. May St. runs off to the right of Route 250 just north of the 104 Expressway in Webster.

Library *may* be open Monday evenings after 7:30 through March, but should call 377-4245 to confirm.

History of the Railway Post Office Operation

by Jack Masik

The earliest record of mail carried unofficially by rail was on January 15, 1831 on the South Carolina Railroad from Columbia to Bamberg, S.C. This train was pulled by the first locomotive built in the U.S., the "Best Friend". In 1832, the U.S. government granted an allowance of \$400 to a railroad to carry mail between Philadelphia and Lancaster, PA. This grew to a peak in 1962 when the government paid \$357 million to railroads to carry mail. On January 1, 1838, the U.S. Post Office issued the first mail contract to the Reading Railroad to carry mail from Philadelphia to Mauch Chunk, PA., a distance of 117 miles. Congress followed in the same year by passing a law declaring all railroads to be postal routes.

In 1840 the first mail clerk was assigned to a train between New York and Boston. Mail clerks soon became common on trains and when catcher arms were installed on mail cars, it allowed the mail to be picked up on the fly from stations not on the stop schedule. Early route agents were armed and rode in special compartments on the train or in baggage cars.

Mail transportation problems abounded creating many mail delays. These problems were recognized by Montgomery Blair, Postmaster General under President Lincoln. He introduced the concept of the RPO (Railroad Post Office) to improve efficiency by sorting and distributing mail while en route. The practical development of the RPO is credited to George Buchanan Armstrong, Assistant Postmaster in Chicago. He sought financial support from Congress, citing time saved by onboard sorting of mail in special cars. Typically, Congress was disinterested at the time. William A. Davis, Assistant Postmaster at St. Joseph, Missouri, was impressed with Armstrong's concept and experimented with mail sorting on the Hannibal and St. Joseph Railroad. In 1862 a baggage car was modified by adding a letter case and a mail sorting shelf making it the first dedicated mail car. One of the clerks on its first run was Fred Harvey, who later founded the famous restaurant chain. Davis' run from Palmyra to St. Joseph, Missouri on July 26, 1862 is regarded by many as the first RPO. Others give Armstrong credit for establishing the first permanent, complete and official Railway Mail Service based on a mail sorting run from Chicago to Clinton, Iowa on August 28, 1864. Successful in speeding up the mail delivery, Armstrong established a second mail sorting run between New York City and Washington, D.C. In 1869, Con-

gress approved the Railway Mail Service and appointed Armstrong its first General Superintendent. The first all mail train was the New York Central's "Fast Mail" between New York City and Chicago in 1875.

Between 1876 and 1905 there were over 9,000 accidents to mail carrying trains resulting in over 200 clerks killed and many more seriously injured. The Railway Mail Service, in 1891, started a study of current RPO car construction practices to determine if they had kept pace with increasing power and speed of locomotive design. On May 1, 1904, RMS issued Plan No. 1 specifying newer, stronger and safer construction practices for RPO cars that exceeded current practices of other passenger cars. A division superintendent was required to inspect any mail car construction along the way to make sure it meets RMS specifications and to give a final inspection for acceptance into RPO service. This resulted in railroads changing car construction from wood to all steel. In 1904, the Reading RR built the first all steel RPO, then the PRR followed in 1907 with its class M70 RPO. The Railway Mail Service operation policy specified for additional safety protection of its employees, that when practicable, first place one or more express or baggage cars between the locomotive and the RPO car or, when the mail car is next to the locomotive, place the letter case end away from the locomotive.

As railway mail service increased in the 1800s, it became necessary to establish messenger service between the post offices and the stations. Horse drawn wagons were first used in 1861; by 1890 there were 36 wagon routes and by 1909 there were 320 wagon routes. Autos were first used in 1906. The autos were important in expanding the Rural Free Delivery started in 1896, delivering mail to farmers and ranchers in remote areas.

The Railway Mail Service reached its peak in the 1930s, with 1500 routes and 30,000 employees working on more than 4,000 RPO cars. After World War II, the Post Office shifted more mail to trucks and airplanes. By 1961 the rail routes had dwindled to 282; by 1972 only one route remained between New York City and Washington, D.C. On the night of June 30, 1977, the final run was made by two trains (one in each direction) and as they passed in Philadelphia, a colorful and important era of the Railway Post Office came to an end.

Types of Railway Mail

Closed pouch

The Post Office delivers sacks of pre-sorted mail to the railroad terminal, where it is forwarded to the proper railroad and train. This pouch will not be opened en route to its destination.

Initial terminal - sorted en route

The Post Office delivers unsorted mail to the terminal. Aboard the assigned RPO, the bag is opened and the mail dumped out and sorted in transit. The refilled pouches go either to a station en route or to a Transfer Office at the terminal end of the RPO route. The Transfer Office clerk's responsibilities include cancellation of some mail. His postmarker will identify "T.O." or city/station "Transfer Clerk."

Between terminals - sorted en route

Mail is handed to the RPO clerk on board the train or dropped through the slot in the side of the RPO car. The RPO clerk cancels the letter and deposits it in the proper pouch, dropped off at the on-line station or gathered up at the end of the RPO route if it was for a farther destination.

Railway Post Office Space

The size of a RPO compartment was based on the volume of mail which would be handled on the route. Factors would include the amount of mail received and dispatched on the line and the amount of mail to be worked. On each train, the count of all the mail received, dispatched and sorted was sent daily to the Chief Clerk of the Railway Mail Service district. The district office would then determine the amount of space (size of RPO car) required for the proper distribution and storage of mail on each route. RPO cars came in 15, 20, 25, 30, 60, or 70 foot compartment sizes. Storage space was purchased in three foot increments. A mail count was made frequently to determine the number of sacks and parcels which could be stored in three feet of space. An average was then taken and that published figure was used by the railroad and postal employees. Three feet of space, in 1951, was 46 sacks.

Reference sources: from *The Keystone* (official publication of the Pennsylvania Railroad Technical and Historical Society) Vol. 26 No. 1, Spring 1993, an article by Chuck Blardone, titled "PRR Steel RPO Cars"; from *Mail, The Journal of Communication Distribution* Vol. 3, No. 1, January 1991, an article by Kent Dixon and Greg Hedlund, titled "The Traveling Post Office"/ "Moving Yesterday's Mail"

Trip Report:**MAINE NARROW GAUGE RAILROAD**

Reported by Bill Heron

The Maine Narrow Gauge Railroad is located in Portland, Maine and is operated by the Maine Narrow Gauge Railroad Co. and Museum, an all volunteer, non-profit organization dedicated to the preservation of Maine narrow gauge equipment and the history and heritage of Maine's rather unique two footers. The museum is housed in an old building in a rather run-down area on Portland's waterfront. Once the building was part of the Portland Company, manufacturer of hundreds of steam locomotives including some Maine narrow gauge equipment.

In all there were five two foot gauge lines in Maine. The idea came from a Massachusetts man, George Mansfield, who had been to Wales and seen the Festiniog. Impressed by the possibility of rail transport that was substantially cheaper to construct and operate than standard gauge, he established the Billerica & Bedford Railroad in Massachusetts in 1875. This was the first commercial two footer in America. The B&B soon failed and its equipment as well as Mr. Mansfield made the trip to Maine to the Sandy River & Rangeley Lakes line, organized in 1879.

The collection of cars displayed inside the cramped museum is small, both in number as well as size, but well worth a rail fan's attention. Together with items in the engine house and in the small "yard", this is the place to see nearly every piece of Maine narrow gauge equipment that survives. Once this collection was at Edaville in Massachusetts. In 1993, however, it returned "home" to Maine at its Portland location.

Two items inside particularly caught my attention. One was the parlor car "Rangeley", the only two foot gauge parlor car ever built. It was constructed in 1901 by Jackson & Sharp for the Sandy River & Rangeley Lakes line, Maine's first and largest two footer. The "Rangeley" has been well cared for and retains a look of luxury unexpected in such a diminutive car. The second item I particularly enjoyed seeing was railbus, #4, built in the SR&RL shops at Philips in 1926 using a REO Motor Co. engine. It readily reminds one of the three foot gauge "Gallop-ing Geese" built and used by the Rio Grande Southern in Colorado. Number 4 had seats for fourteen passengers and pulled a trailer for the transport of baggage and the US mail.

The route follows the embankment of Portland harbor on Casco Bay. Although

short, the ride is interesting, no "green tunnel" here. Ship traffic on Casco Bay is rather heavy and includes numerous ferries as well as supertankers which offload crude petroleum at Portland directly into a pipe line which carries it to Quebec. The trip included a droll narration by a genuine "down east" Yankee, retired from the Boston and Maine. This gentleman as well as the other Maine Narrow Gauge people I talked with were pleasant, knowledgeable and devoted to the cause of the Maine two footers. If you get anywhere near Portland, this is a place well worth your time, and a lot cheaper than a trip to Wales.

Video Tape Review:**Narrow Gauge East of the Sierra**

A Videotape from Sunday River Productions

Reviewed by Bill Heron

Until I saw advertisements for this tape I hadn't known that the Southern Pacific once had one or more narrow gauge branches. The line covered in this tape is the remnant of what once was a 300 mile that started in Nevada and ended with a connection with the SP in southern California. In the process it climbed higher than Donner Pass, more than 7000 feet above the desert floor, then descended via 3.2% grades to the Owens valley to the SP connection at Owenyo.

In 1938 the most interesting part of the line, the route across the high mountains, was abandoned. What was left survived a while longer, hauling bulk commodities such as borax, soda ash, salt, talc and silver ore from south of Owenyo as well as from the north. At Owenyo the uneconomical process for transferring the loads from narrow gauge to standard gauge equipment took place.

The tape covers round trips on both the northern portion of the line as well as the southern. In fact, three round trips each way are shown, a bit redundant considering the flat, feature-less desert country traversed, although there are some good views of the almost two mile high Sierras towering in the distance. Two narrow gauge locomotives are picture, #9 and #18. Both are of the 4-6-0 type; no information is given as to the builder or the date of construction.

The lighting throughout the tape is desert-bright and as a consequence the exposures are first class. What narration there is is well done, but one might wish for a somewhat greater wealth of information. Perhaps that's just me; I seem to feel that way about quite a few of the tapes I review.

The tape does include some very worthwhile maps of the line, both in its original form as well as the truncated version that survived from 1938 until the final abandonment in 1960.

Some tapes can be classified as "nice to look at, but probably not quite worth the investment to own". This is one of them. It reminds Easterners that narrow gauge in the west didn't begin and end with the DRG&W, and for those interested in American railroad history overall, the thought of little trains climbing higher than Donner is quite intriguing. I'll be keeping my eyes open for the possibility that someone photographed some of that action.

Our Great "Steel Fleet"**The Fascinating Origins of Our Chapter's Empire State Express Cars**

Research: Donovan A. Shilling

Wow! We just discovered what a neat history our string of six *Empire State Express* Cars has enjoyed. First, we found that there were two *Empire State Express* trains, most having at least fourteen, elaborate, all welded stainless steel, Edward G. Budd-built cars. They were lighter than contemporary equipment and much stronger. For decades they would be the New York Central's top-of-the-line in passenger service.

The name for the two streamlined trains originated in the fertile mind of George H. Daniels, general passenger agent for the New York Central in 1891. Daniels was interested in brightening the image of the New York Central by promoting faster, long distance passenger travel. To that end he arranged to have the original five car *Empire State Express*, pulled by Engine 999, a high steeping 4-4-0 make a run to break the world speed record on May 10, 1893. Filled with newspaper reporters and railroad officials, the 999 flew along on tracks near Batavia, New York reaching 112.5 miles per hours. That's a mile in 32 seconds. The speed attained was faster than man had ever traveled before.

Now what about the twentieth century version of that train, built just prior to World War II? It was made for swift, luxury travel. In fact it was billed as "**The Finest Daytime Train in the World.**" On the outside, the fluted stainless steel sides gleamed in the sun. Within the cars one found luxurious furnishings, air conditioning, added insulation to reduce road noise, roller bearings air scrubbers to eradicate dirt

(Continued on Page 10)

Our Great Steel Fleet

(Continued from Page 9)

and dust, "tight-lock" couplers allowing the train to start and stop as a unit and twin-cushioned rubber draft gear to further the rider's comfort. Additionally the cars were illuminated with soft fluorescent lighting "to prevent eyestrain and add to the pleasure of the journey."

Interiors of the three parlor cars were designed by artist Paul Cret in shades of brown and tan. Moveable, deep-cushioned arm chairs not unlike those in a living room added to the ambiance and invited relaxation. They weren't attached to the floor and could easily be arranged to face one another. The chairs could also be pushed around to face the windows allowing riders to enjoy the passing scenery.

The train boasted two dining cars, each seating 44 passengers. Ceilings and walls of the dining cars were covered with padded leather tinted to "Harmonize delightfully with furniture and window drapes." The food served by white glove porters on linen covered tables was of "the finest quality and the greatest variety obtainable."

Eight reclining-seat coaches made up the major section of the consists. These had upholstered sponge rubber seats that could be adjusted to recline and were equipped with a four position foot rest. The coach windows were extra wide "picture windows" and were non-frosting to enable the landscape to be viewed regardless of weather. Ads for the train bragged that "the rest rooms for men and women are unusually spacious."

Two baggage, sixty foot mail cars were also produced by Budd, one for each train. Located as the last cars on the trains were the "spacious Tavern-Observation-Lounge." The round ended, fifty-four seat cars were decorated in pastel shades, had chairs upholstered in masculine tones of tan and brown, and fixed seats of "satiny walnut." Here too, a white coated porter dispensed a variety of mixed drinks. Large chrome-plated ash tray stands were spotted for handy use and a small library of books, magazines and newspapers were at the disposal of passengers.

Thirty-six murals of legendary and historic scenes were commissioned to enrich the cars and remind riders of the historic nature of the country-side through which the Central was built. These were placed at each end of every car. They included such scenes as "Rip Van Winkle," "New York Harbor 1850," "The Erie Canal," and "Washington Inauguration."

You know how the trains got their name, but what about the individual cars? They were the result of a competition involving New York State school children who wrote essays on the state governors they felt should be honored with their names on the cars. Thus our Chapter's coaches honor: *Ezra B. Cornell* (our mail car), *Hamilton Fish*, *David B. Hill*, and *Charles S. Whitman*. We're still researching the names of the other cars. Also, we have named one coach the *Richard Tickner*, honoring a departed member and one of the Chapter's pioneers.

The locomotives hauling the two *Empire State Express* trains were Hudsons, Nos. 5426 and 5429. Both class J3a 4-6-4's, they had streamlined shrouding to match the train. Their bullet-nosed, hemispherical smoke box enclosures were painted silver on the top and black on the lower section. Flat stainless steel panels on each side of the tenders matched flat window areas on the trains. The disc-driving wheel centers shone with aluminum paint. The locomotives really looked like the fancy racehorses they were. Their maximum speed was limited to

80 mph due to the dense traffic on the Central's New York-Buffalo corridor. However, that was twice the average speed most motorists could attain at the time.

And now the historic Rochester connection ... The *Advance Empire State Express* to New York City originated in Buffalo. The run from Rochester to Grand Central Station was completed in seven hours and five minutes. The *Advance Express* left Rochester at 1:10 in the afternoon "with a heavy load of Rochesterians, thus relieving the strain on the stainless steel *Empire State Express* which departed two hours later. It was while she lay in Rochester on her maiden trip that news of the Pearl Harbor attack was relayed to the passengers by the station master ..."

In owning six of the *Empire State Express* train's former cars, we have a remarkable, working artifact of the once famous passenger service on the New York Central Railroad. We can be truly proud of our venerable "Great Steel Fleet."

Reference: *Trains Magazine*, June, 1947.

BULLETIN BOARD

Toronto Railway Show

The Toronto & York Division, Canadian Railroad Historical Association will have their 24th Annual Toronto Model Railway Show on **March 20/21** at the Toronto Congress Centre, 650 Dixon Rd, Toronto.

Flyers of this event, listing prices, hours and a map will be available at our February and March meeting.

Railpace Slide Show

Railpace will be holding a slide show, entitled "Railpace Lyons Regional Slide Show in Lyons, NY on Saturday, February 27 from 3 to 8 PM. The place is The Iroquois Hotel in Lyons. Reservations are \$8.00 which includes pizza and wings. Make check payable to Dryden Tidbits and send to Tom Trencansky, 3 Greystone Dr., Dryden, NY 13053.

OLS Training

New York State wants to expand OLS operations. Thus, Dave Hulings, our Chapter OLS representative, is planning several training sessions to supplement our involvement.

If interested in supporting this important public safety program, please contact Dave at 268-4525.

Rutland RR Historical Society

Those persons interested in the Rutland Railroad, and associated lines, may be interested in this group. The Society publishes a quarterly magazine, *The Newsliner*, and holds an annual convention, which this year will be held May 1 & 2 at Manchester, VT.

Dues are \$15; membership secretary is Bruce P. Curry, 23 Andrea Crescent, Nepean, ON, K2J 1G8 Canada (US letter postage is \$.46). Permanent address is: Rutland Railroad Historical Society, PO Box 6262, Rutland, VT 05701.

Central PA RR Photos on Display

The Southern Alleghenies Museum of Art, 1210 11th Ave*, is displaying 34 photos made by William H. Rau when employed by PRR. [*Believed to be Altoona; the newspaper article Rand sent lacked the masthead.]

The exhibit runs through February and is free. This exhibit represents a small portion of Rau's work for PRR. Another exhibit is planned for in August of this year.

The ownership of these photographs has been in dispute; agreements between the parties have been reached to allow limited display of these original prints.

Please don't forget to renew your National and Chapter Dues before April 1.

Items from NYMT's Headend

Visitor Attendance for 1997.

Visitor headcount for all of 1998 came to 5,276 people, slightly above last year's 5,234. With the exception of 1996, this was our busiest year.

Group tours during the week brought in 1,610 visitors, a big increase over last year's 1,300.

The number of young visitors (ages to 15) was 2,471 up 10% over 1997. Admitted free (under 5, complimentary tickets, members, promotions, etc.) totaled 1,241 in 1998, an increase of 23% over 1997 tally of 1,009.

Direct from Japan:

On the last day of last year, a trailer truck arrived at NYMT's grounds loaded with all kinds of trolley 'goodies'. It was a Christmas present donated by Sanyo Electric Railway of Kobe, Japan.

Among the items was a pair of Baldwin-style trucks, complete with motors in very good condition. They will be used under R&E Car 157, which is presently mounted on wide-gauge trucks. Once under Car 157, it can be turned so that the other side can be refurbished.

Minor curator of a 'Root'n-Toot'n

From NYMT's *Headend*, we learn that Bob Miner is the Project Leader for a 43-pipe calliope! The Model CA-43 was built in 1920 by the Tangle Company of Muscatine, Iowa. Mr. Andy Wolfe donated the instrument to NYMT. Mr. Wolfe used this calliope, which is mounted on a trailer, at area festivals to promote his Wolfe Publications newspaper chain.

NYMT expects to debut the calliope over the season opening weekend of May 15/16, which will also feature model steam engines and locomotives.

Off the Wires

GATX Celebrated 100 years

In September, GATX had a tank car hauled by truck from New Jersey across the George Washington Bridge to Manhattan and put on display in front of the New York Stock Exchange. This 'stunt' was not only to celebrate GATX 100th, but also catch investor and analysts attention.

GATX's main business is leasing of rail cars and aircraft. Other business includes terminals, pipelines, logistics, warehousing and ocean cargo vessels. [Barron's, Oct. 12, 1998, pg. 29]

RoadRailer Service Ends at Rochester

On November 20, Conrail ran, for the last time, a train from the Triple Crown facility at Rochester to Crestline, OH. This service was short-lived, having started in late 1996. Only those portions of CR that have been purchased by NS will offer RoadRailer service [BLHS Bulletin, Feb. 1999, page 14]

Another Cell Phone Mishap

Canadian National Railways has filed a lawsuit against a farmer who was struck by a CN freight at a rural grade crossing near Dalmeny, Sask. CN claims that he failed to stop his tractor trailer at the crossing. The 37-year old farmer was observed talking on his cell phone as his hay truck crossed the tracks at a crossing protected with crossbucks, but not lights or gates. The weather was clear, and the engineer had sounded his horn just before the 37-car train struck the side of the semi. Six cars and the two locomotives derailed, causing minor injuries to the farmer and closing the line until repairs could be made. No members of the train crew were injured. [BLHS Bulletin, Feb. 1999, Page 14]

Camelback #952 Dispute

The ownership dispute for DL&W camelback locomotive No. 952 has been mentioned in several sources. Potomac Rail News, Oct. 1998 (from *Philadelphia Inquirer*) gave this update:

"The Pennsylvania and New Jersey legislatures have passed resolutions calling on the St. Louis Museum of Transport to return #952 to the area it first traveled 93 years ago. Based on a 1950s handshake between a DL&W executive and a St. Louis railroad physician, the camelback was loaned to the doctor to add to his collection of rail cars provided he maintained it in operating condition and under cover. Dr. John Roberts' museum fell on hard financial times in 1979 and his collection, including the camelback, was bought by St. Louis County. At one point, Steamtown was on the verge of a long term agreement to loan the locomotive to the museum in Scranton; however, this spurred the St. Louis museum to form a "friends" group, which voted to finance No. 952's cosmetic restoration, including getting it under a roof."

Three Train Wreck in Ohio

Early on Sunday, Jan 17, a westbound train carrying mail rear-ended another westbound train carrying trailers and containers at Bryan, OH. Within seconds, an eastbound train of 50 empty cars on an adjacent track crashed into the first wreck.

Two crew members of the mail train were thrown from the engine and were killed. One of the locomotives burned for several hours.

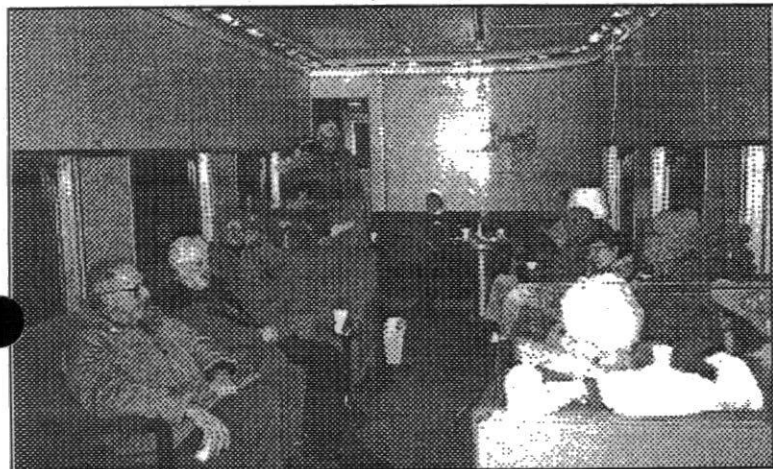
The three trains had a total of eight locomotives and 149 cars. Wreckage was scattered over a quarter mile on Conrail's busiest route across Ohio.

Heavy fog reduced visibility to feet. The cause is still under investigation. [Van Wert Times Bulletin, Jan 18, Pg. 1]

Beer Keeps Boys Alive

Two boys, apparently of Cincinnati, hopped a freight train and got locked in a box car. They survived for more than a week by drinking the cargo-stale beer from mostly empty bottles being returned to a brewery. They said they hopped the train to escape a gang of thugs.

The boys were without heat, light, food or water. Eight days later, when brewery employees heard someone pounding on the side of the boxcar, the boys were freed. [Gondola Gazette, Jan. 1999]



Members relax in the *Pine Falls* lounge after attending to several other activities at the Annual Year End Party.

(Rand Warner photo)

The Semaphore

Rochester Chapter
National Railway Historical Society
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Chapter Meeting & Program:

**Nostalgic Ramblings of the
50s & 60s**

by Dale Richard

February 18, 1999

40 & 8 Club

933 University Ave.

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

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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!

