



The Semaphore

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

March 1999
Volume 41, No. 7

Program for March 18:

A Farewell to Conrail

by Duncan Richards

Duncan is preparing, for our meeting, a slide presentation saluting Conrail from its beginnings to its soon to be quietus. He will be using his 'forte': dual projectors, using the dissolve mode

A pictorial documentation of Conrail's place in railroad history..

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.

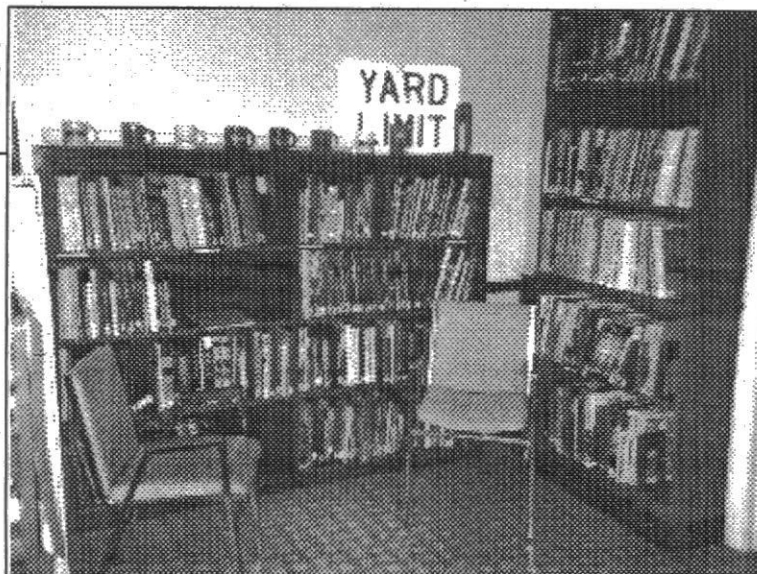
Chapter's Library Schedule

2 to 5 PM on the Sundays of March 21 and April 18. (The third Sunday of each month.)

So some on out and browse and check out a book (periodicals do not circulate). We're at the end of May Street: first street off Route 250 just north of the Route 104 overpass.

Work sessions are every Monday evening from 7:30 to 9.

A view of the book room (one of three rooms) showing about half of the books in our Library. Another room houses the periodical collection. (Gale Smith photo)



The Blizzard of 1999!

WOW! Officially 24.3 inches of wind-driven snow (up to 45 mph)—PLUS—another 14 inches two days later—with winds coming from the opposite direction!!

- 700 vehicles stranded on the Thruway.
- All three Thruway exits to Rochester closed for several days.
- Two states of emergencies.
- Strong Museum's train show cancelled.
- Amtrak train hits stalled car on crossing. (See story on Page 3.)
- No mail for two days. No newspaper deliveries for three days.

• Photos did not come back when expected.

• But any phone call found the called party at home—or or nearby shoveling snow!

— Really put a clinker into getting this issue ready for 'normal' production.

But it was nice to sit in your warm house, even at a computer. Can easily remember during the same time period in 1991, when the electric was off for 4.5 days, and heat was supplied to the kitchen, fortunately, by a gas wall furnace located in the garage area!



Annual Banquet

Be sure to save the date of May 8 on your calendar for the Annual Banquet. It will again be held at Zamaria's Party House on Buffalo Road, which is catered by Rick's Prime Rib House, a restaurant located on the lower level.

Batavia Show April 11

Chapter ot have tables

The Chapter will be at the Batavia Train Show on Sunday, April 11, with several tables of 'store' merchandise and chapter information. Show time is from 9:30 to 3:30; the place Batavia Downs Race Track.

If you will be attending this show and can spare an hour or two, the Wawrzyniaks (288-4133) would appreciate the help. Past revenue from this show makes the extra effort very worthwhile.

Second Notice!

Track Motor Car Training Schedule

Classroom Sessions:

Saturday, March 27 (10AM-Noon)
Saturday, April 10 (10AM-Noon)

Classroom and Operating Session:

Saturday, April 17 (9AM)

Operating Training:

Saturday, April 24 (9AM)

Final Training Session:

Saturday, May 1 (9AM)

ALL operators **MUST** attend at least one classroom and one operating session.

To sign up or ask questions, contact Jeremy Tuke at 359-8944.

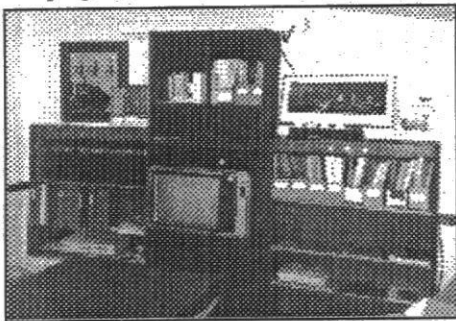
Library Report

by Charles Robinson

The Rochester Chapter Library is off to a good start. We are pleased to see an interest in our membership in using the Library at 11 May Street in Webster just off North Street (Rte. 250) north of the 104 Expressway. The Library will be open Sundays from 2-5 PM on March 21 and April 18. About ten members showed at the February 21st session. New evening hours thereafter will be announced later.

The Library committee has decided to make available most of our tapes on a loan basis identical to that for the books: initial loan period will be one month with an additional one month renewal option. Those tapes that are considered important parts of railroad history, however, will become part of the archives and will not be circulated.

The Library committee is going to institute a monthly, or whenever, tape viewing night at the Library at a time to be announced. The purpose of this event is to provide a means for those that are interested to view tapes from other members' private collections. This effort at setting up a "tape sharing" night is just beginning and more details have to be worked out before starting this program.



The Library's video tape viewing section.

Although all the work on the books and periodicals has not been completed, we are now turning most of our efforts to organizing and cataloging our archives. This is an important function of the Chapter especially when it comes to items about Rochester railroad history.

The Chapter's volunteer staff of Eric Drum, John Stewart, Teresa Kellet, Gale Smith, Steve Oagley and now joined by Jerry Gillette has commenced sorting out and organizing the large collection of public and employee timetables, rule books and other railroad manuals. Next up will be cataloging and listing the important Woodbury collection of 3,000 negatives and the important Lawton collection of Erie rolling stock blueprints. After that there will be much

more. Chris Hauf has recently organized and placed in page protectors the unusual collection of Otto Hoffman, former general Eastern passenger agent of the Lehigh Valley. This collection, donated to the Chapter, includes all the public timetables dating from about 1900 to the end of passenger service plus passes and other fascinating railroad documents. Mr. Hoffman was the father of Dick Bean's wife.

In an effort to complete our collection of rail periodicals, a list of the issue of various magazines that we are searching for will be published in segments in *The Semaphore*. It is our hope that some member may have some of these missing issues and be willing to donate them to the Library.

Please call the Library chairman, Charles Robinson at 377-4245, if you have some material of interest that you wish to donate to the Library or have other questions about Library activities.

Listing of Wanted Periodicals

The Rochester Chapter NRHS Library is looking for the following periodicals to complete its collection of each publication. If you have any of these issues or know someone that is willing to donate them, please keep our Library in mind.

NRHS National Railway Bulletin

- 1936: Vol. I, #'s 1, 2, 4, 6
- 1937: Vol. II, #'s 1, 7, 10
- 1939: Vol. IV, # 1 (Accidentally labeled Vol. 2, No. 1)
- 1940: Vol. V, #'s. 1, 3
- 1941: Vol VI, #'s 2, 3, 4
- 1943: Vol. VIII, # 4
- 1964: Vol. 29, # 6
- 1975: Vol. 40, # 6
- 1998: Vol. 63, # 2

Trains Magazine

- Volumes 1940 and 1941
- 1945: Volume 5
- 1953: October issue
- 1955: April issue
- 1958: January issue
- 1963: July issue
- 1964: August issue
- 1997: September, October, December

New York Central Central Headlight

- Years 1970 thru 1978
- 1979: Vol. IX, 1Q
- 1981: Vol. XI, 3Q
- 1983: Vol. XII 1Q, 2Q, 3Q, 4Q

1984: Vol. XIII, 1Q

1987: Vol. XVIII, 2Q, 3Q, 4Q

1988 thru 1995: Vols. XVIII thru XXV

This listing will continue in the next issue of *The Semaphore*.

If you are looking for issues, not listed above, we may have them in as surplus. Contact Charles Robinson at 716-377-4245; e-mail: c2robinson@aol.com.

Membership Report

by Chris Hauf

Membership renewals for '99 continue to stream in. About 70% of the renewals are in, and we hope to see the rest soon as the drop deadline is April 1 where your name will be removed from *The Semaphore* and National rosters and your subscriptions to *The Semaphore* and *National Bulletin* will end. So please send in your renewals soon.

Membership cards for those members who did renew before the blizzard have been mailed. If you have yet to receive your membership card and renewed before March 1, please contact Chris Hauf (381-8583; crhauf@frontiernet.net) For those who renewed after March 1, you should be receiving your card very soon.

Thanks again to everyone for renewing and for the generous donations we have received which help keep our Chapter and its many activities running.

Remember to pay your 1999 Dues by April 1 — That's less than 3 weeks away!

Conventions:

NRHS National Convention

June 21-26, 1999 at Sacramento, CA

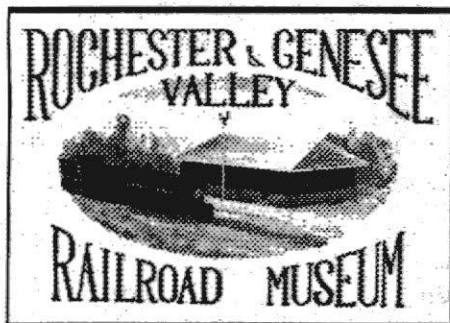
Convention registrants will have first call on trip reservations. Registration and convention details can be obtained by writing: NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

Rutland Railroad Historical Society Annual Convention

May 1-2, 1999 at Manchester, VT, Congregational Church. Contact: Jeff English, 6 Lansing Ave., Troy, NY 12180-4829.

Wanted - Refrigerator

The Depot's refrigerator "died". If you are replacing your refrigerator, or have a spare available, consider donating it to the Chapter. Our volunteers will most certainly appreciate it during the "hot" summer months!



Rand Warner, Manager, 425-8587

Rand Warner was on a well deserved vacation, so his many faceted updates on R&GV RR Museum activities will be covered in the April issue.

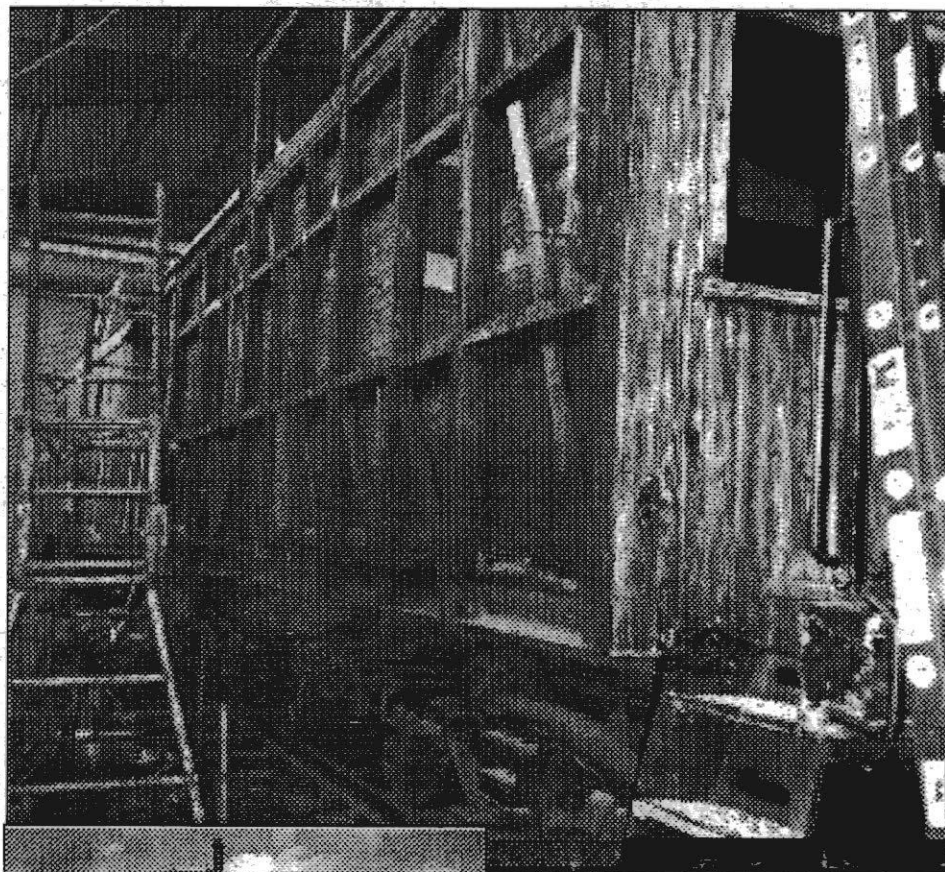
Freight Equipment

by Chris Hauf

Work in earnest has continued on our BR&P caboose. Led by Dave Luca, our restoration team including Jeremy Tuke, Bernie Cubitt, Dale Harnett, Dick Luchterhand, and Bill Limburg have been working hard on both the exterior and the interior. Jeremy Tuke has stripped the old canvas roof off of the entire car. The roof had deteriorated to the point of replacement, plus removing it will allow easier access to wood on the roof which needs to be replaced. Bernie Cubitt has worked hard removing the B&O plywood to expose the original BR&P tongue & groove interior. Dale Harnett and Dick Luchterhand have been working on stripped paint off the caboose's ends and cleaning up the already restored east side in preparation for repainting. Bill Limburg has taken measurements and made patterns to replace some interior wood parts and is also working on repairing/replacing the caboose's windows.

At the same time, we continue to search for historical data and photographs of this class of BR&P caboose (Ours is BR&P #280). It would be great if we could locate photos of similar cabooses including interior shots which would help our restoration greatly. If you have anything you may be able to share, please contact Chris Hauf (381-8583 crhauf@frontiernet.net or Dave Luca 288-0318 daveluca@frontiernet.net). We can copy all photographs, and all originals will be returned.

Chris Hauf has continued to work on the restoration of PRR N-5C #477822. Almost all of the interior wood paneling has been removed to facilitate the restoration of the body. The water tank and piping has also



Left: BR&P caboose before the start of restoration (Chris Hauf photo)

Above: Same caboose with exterior siding removed inside the Restoration Facility. Soon it will receive new tongue & groove siding. (Gale Smith photo)

been removed and will eventually be replaced. Chris has also removed the stationary cupola windows. Sadly the frames of these windows were found to be in poor condition. The frames are cast metal and will be difficult (but not impossible!) to replicate. If anyone can help Chris with having new frames milled, please contact him. Dave Luca has spent some time removing some of the damaged steel floor which needs to be replaced, and this work will continue over the next month.

Plans are set to have the MDT refrigerator car on display again this year and additional new displays are in the works. Chris Hauf continues to search for photos of the Wayneport icing facility to add to the display. If anyone can help, please contact Chris.

Finally, we continue our search for a usable boxcar for storage, a usable flat car or

two for maintenance-of-way service, a gondola for the same purpose, and a side-dump car for use in the continued excavation around our restoration building. If you have any leads on any possible cars, please contact Chris Hauf.

RR Crossing Tragedy Averted

Lab Beach, snow plow operator for the town of Gates, heard the train whistle blow, and observed a car stalled at the railroad crossing on Pixley Road. He urged the 47-year-old mother and 12-year-old daughter to vacate the car before the Chicago to New York bound Amtrak train demolished the car. It was delayed about 2.5 hours.

The accident happened about 8 AM on Thursday, March 4th during our blizzard. Mr. Beach started plowing about 12:30 AM and expected end his shift at 8 PM. He is quoted as: "I just made sure they were OK, and then I had to plow the roads."

[Democrat & Chronicle, March 5, 1999, Pg. 3B]

Buffalo's Central Terminal

Efforts continue to save the formerly magnificent Buffalo Central Terminal (BCT). Both BCT and the Cincinnati Union Terminal (CUT) were designed by the same architectural firm: Fellheimer and Wagner. The difference today, is the CUT has been refurbished, is home to two museums, a model railroad club (Tower A) and a portion has returned to serving the rail traveling public.

Last September, a \$15,000 state grant was to restore the illuminated nine-foot diameter clocks in Terminal Tower. It is hoped that the front clock will be restored and working by this spring.

The BCT complex, consisting of the terminal and office tower, post office, five-story baggage-and-mail building, and REA building, has been heavily vandalized and unprotected from the elements. For a ten year period, Tony Fedele operated "Central Terminal Plaza". He was evicted through a tax sale; he died in 1995.

The fate of Buffalo Central Terminal is frequently covered in *Central Headlight*, publication of the New York Central Historical Society. Feature articles were published in *Railway Age* (1929) and *Trains* (1985).

A Fish Car?

Yes, cars were built to haul live fish for restocking various locations throughout the US.

Back in 1874, the first fish shipment, of 3,500 shad fry, was in milk cans from the East coast to various Pacific coast streams using a baggage car. Every two hours around-the-clock, the water was changed; most of the fish arrived safely.

With increased frequencies for shipping live fish, the U.S. Fish Commission (forerunner of U.S. Fish and Wildlife Service) purchased a "fish car" in 1881: a baggage car specifically equipped to carrying the fish. It was successful, so \$7,334 was spent in 1882 for a new version, built by Baltimore and Ohio Railroad. Special compartments held ice and the car reinforced to carry up to 20,000 pounds of fish, water and equipment at passenger train speeds.

Four wooden cars were built. In 1916, a steel car was constructed, which led to the replacement of the wooden cars.

By 1928, fish fry/eggs were beginning to travel by air and by 1932, by truck. By 1940 only three fish cars remained in service and the last of the fleet was taken out of service in 1947. [*The Caboose Cable*, Feb. 1999].

The South Pennsylvania Railroad?

Never heard of it? In 1863, it was the successor of several other plans to construct a less tortuous railroad in southern Pennsylvania than that operated by PRR.

In 1882, Vanderbilt along with Andrew Carnegie laid plans to build a line that was shorter (46 to 49 miles), avoiding many heavy mountain grades and curves, between Pittsburgh and New York City. Contracts were let and thousands of workers began grading and drilling tunnels. The nine tunnels were 700 to 6,662 feet in length. Piers for a bridge across the river near Pittsburgh were being built, when the Pennsy retaliated with a price war.

Stock in both Pennsy and NYC started to fall, which led investors to call on J.P. Morgan to call a meeting, which he monitored on his yacht cruising the waters outside of New York. Morgan refused to allow the boat to dock until the two sides had come together. With an "either/or" situation, the NYC was to buy off the West Shore (which Vanderbilt assumed was being pursued by interests favoring the Pennsy) or the Pennsy to buy off the "South Penn". It was agreed that Pennsy would take over the South Pennsylvania. However, The Attorney General of Pennsylvania brought suit against the PRR. The court blocked PRR's takeover. Result was that all construction stopped with 62% of the tunneling completed and bridge abutments awaiting the superstructure.

In 1940, after 55 years of slow decay, these "properties" found a use. What was it? Answer on Page 7. [Based on an article in the *Lancaster Dispatch*, Dec. 1998, which will be on file at the Library].

Toronto Train Show

The 24th Annual Toronto Model Railway Show sponsored by the Toronto and York Division of the Canadian Railroad Historical Association will be at the Toronto Congress Centre, 650 Dixon Road. Times: 11 to 6 Saturday, March 20th and 10 to 5 on Sunday, March 21st. Flyers will be at the March meeting.

Jack Matsik to Present Clinic

Our program chairman will present a modeling clinic on the "Pennsy" at the April 17th meeting of the Lakeshores Division Spring Meet. The place is the former LV RR station, 1 Swiss Ave., Geneva, NY. Program starts at 9:00 am.

A tour of the station, presently undergoing restoration, will be given.

Genesee & Wyoming: 100 years

This March, the Genesee & Wyoming RR will celebrate 100 years since it founding. The original railroad was 12 miles in length in the Rochester area, and was all that G&W held until 1982. Its first expansion was with the purchase of a 14-mile DL&W mainline from Conrail between Greigsville and Groveland. Since then, it has expanded to 3,900 miles of track in four countries -- and continues to expand. [*Gondola Gazette*, Feb. 1999]

G&W to construct spur

The Genesee & Wyoming Railroad will soon start construction a 2.5 mile spur to the new American Rock Salt mine also under construction in Livingston County. Completion date of the spur is expected to be summer of 2000. [*Democrat and Chronicle*, Marcy 3, 1999, Pg 3B]

Our neighbors doings...

Central NY Chapter

The Chapter is soliciting pledges for the possible purchase of a NYC 0-6-0 switch engine built by Alco in used in the Buffalo area for a static display.

The featured article in the February issue of *The Green Block* is entitled "Syracuse, An Interurban Center", reprinted from the *Brill Magazine*, May 1915. A map of Empire United Railway, New York State Railways, and Syracuse & Suburban Railroad routes is included with reference to Rochester.

Niagara Frontier Chapter

Their program for March 12th will be "Canadian Rockies Rail Adventure" by John Dahl.

Utica & Mohawk Valley Chapter

Bruce Hodges, NRHS National Secretary and President of Leatherstocking Chapter will be their banquet speaker on May 15th.

Wooden rails?

One can expect to read about using wooden rails in the early days of railroads; but at late as 1944? As might be expected many of these railroads were destroyed in fires.

Just A. Ferronut's column, "Railway Archaeology" in the August 1998 issue of *Rail & Transit*, discussed a number of these lumber and coal company railroads constructed in eastern Canada during this time period. Interesting reading; the magazine will be in the Library for our browsing.

Railroad Recessional

by John Weber

I saw an old crosstie, laying beside the main. Once it was new, square, hard, dark, and was placed in service, under the rails. Now it is faded, cracked and a bit twisted. Pulled from the track, its tie-plate marks showed where it had carried the burden of others.

But, we understand.

I saw an old railroader. Once he was young, firm, ready, and placed in service. Now he is grey, a bit bent and taken from duty. His face bears the imprint from years of carrying the burden of others.

But, we appreciate.

Like old crossties and old soldiers, old railroaders just fade away . . .

Notice to Exchange Newsletters

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

Operation Lifesaver Incident Report

Collisions at highway-rail intersections between vehicles and trains dropped by 13% in the U.S. during the first six months of 1998. These crashes resulted in 217 fatalities, down 1.5% from same period in 1997. Injuries dropped from 779 to 630 (19%).

Trespassing fatalities drop, in some states for first six months of 1998 by 11.5%; injuries by 28%.

It was noted that only one summer month is in this time frame, which is the time when trespassing occurs. Also, November and December are typically when the highest number of vehicle-train collisions occur.

[*The Golden Spike*, Jan-Feb 1999]

Editor's Corner



As the story on Page 1 indicated, the Blizzard of 1999 not only fouled up planned activities of work at the Depot, the Restoration Facility and NYMT, but also here at the Editor's desk. The Trustee's meeting was cancelled - eliminating exchange of information AND their all valuable proofreading skills. Also the photo lab missed the target date. And Bob Miner, designated printer, was ill. So, I'm late and extend my apologies.

Headlight bulbs now available

Steam locomotive headlight bulbs have not been produced by General Electric for some time. The Summer, 1998 *TrainLine* magazine reports that Backshop Enterprises is working on contracting a full production run of 32-volt, 250-watt headlight bulbs. They duplicate the pear shape and rough service design of the original bulbs. Contact: Backshop Enterprises, 5160-B Parfet Street, Unit 1, Wheat Ridge, CO 80833; Phone: (303) 424-6882, fax: (303) 424-44073.

[*The Trainmaster*, Feb. 1999].

Rochester Chapter, NRHS, Sponsored Trips

Chapter Sponsored Trips

Pre-Christmas Trip to New York City:

Dec. 17-19

(Note: Final prices are subject to an estimated 7% increase; many prices, including show tickets, are not available with the 10-month lead time necessary for planning.)

The 1999 pre-Christmas trip is Friday morning, December 17 - Sunday evening, December 19, 1999.

This trip will include round trip rail fare, transfers to Penn Station and Hotel Metro on 25th Street between 5th and 6th Avenues (a 5 minute walk from Macy's), baggage handling at the hotel, two nights stay at the Hotel Metro, one dinner including tip and taxes, two continental breakfasts, evening performance orchestra seats at Radio City Music Hall for the Christmas Show starring the Rockettes and taxes. Optional low cost tours by our tour guides to Chinatown/Little Italy and South St. Seaport will be available.

The 1998 price for this trip was: \$375.00-\$435 per person, Double occupancy. Children and Triple rates available.

* * * * *

May 1999 Tulip Festival Weekend to Ottawa (Saturday-Tuesday)

On Saturday May 22, 1999, we depart Rochester's Amtrak station at 5:30 AM by the Blue Bird charter motor coach for the approximate two-hour trip to Niagara Falls, Canada, and board Canada's VIA Rail train in a reserved section of a day coach to Toronto, transferring to the Toronto-Ottawa Express arriving in Ottawas at 5:20PM.

In Ottawa we will transfer by motor coach the short distance to the Sheraton Ottawa Hotel, a 3-diamond AAA rated hotel, in downtown Ottawa for two nights. The hotel is located within walking distance of shopping and several restaurants beside the hotel's restaurant.

On Sunday May 23, we depart the hotel at 9AM for a 2-1/2 hour official tulip tour of Ottawa. Professional step-on-guides will host us on an informative sightseeing tour of the tulip festival. The remainder of the day can be spent touring the tulip areas and the evening commences with the fourth annual carnival night fireworks.

Ottawa offers a wonderful rail museum and arrangements can be made for transportation to visit this museum.

Monday afternoon we will depart the hotel by transfer bus for the 1:30 PM VIA Rail departure with a 5:30 PM arrival in Toronto. Our hotel on Monday evening in Toronto is the Novotel, an AAA 3-diamond rated property within walking distance of Toronto's Union Passenger Rail Station.

On Tuesday morning, May 15, after breakfast, we will depart the hotel for our 10:10 AM departure of Amtrak train #64, the Maple Leaf arriving at Rochester's Amtrak station at 3:15 PM Tuesday afternoon.

1999 Ottawa Tulip Festival Prices (4 days, 3 nights)

Single Rate Price: \$650.00 per person
Double occupancy price: \$460.00 per person
Triple occupancy price: \$415.00 per person

Escorted tour price includes: rail fares, hotels, motor coach, transfers, bus tour in Ottawa, transfers, baggage handling at hotels and taxes.

If any of these trips sincerely interest you, we will hold space for you at no cost until our flyer is sent to you approximately 90 days before departure.

Please call Jim and Dianne East at 716-377-5389.

Rochester NRHS chapter members receive a \$5.00 per person discount on each trip.

Ratings for Tourist Railroads

By Bill Heron

There are dozens of tourist railroads operating in the US. By no means have I experience them all, nor even any where near a majority of them. But I have been a passenger on quite a few, enough I think to begin to be able to discern good, better and best. Fully aware that your likes and dislikes might be quite different from mine, I shall list below the tourist railroads I have been on and give you my rating for each.

The rating system is simple:

- **** means absolutely top shelf; do your utmost to get there.
- *** means very good, go out of your way to get there.
- ** means OK; if you're in the neighborhood, do it.
- * means only if you can't find something better to do.

[Editor's note: Summer vacations will soon be upon most of us. You may be interested in Bill's evaluation of those tourist lines he has traveled. Most of these have been reviewed in past articles in *The Semaphore*.]

Rating	Road	Comments
ARIZONA		
*	Sierra Madre Express Tucson, AZ	There must be a better way to see the Copper Canyon.
CALIFORNIA		
****	California Western, Fort Bragg, CA	No one should have to miss riding through the red woods aboard a "skunk". Very authentic, very scenic, lots of fun.
COLORADO		
****	Durango & Silverton Durango, CO	You know of it; I can't add anything more except that if I could ride only one more tourist railroad, this would be it.
***	Georgetown Loop RR Silver Plume, CO	A short, but highly interesting road over and under the loop. Uses Shays even though the original line used rod locomotives.
MAINE		
**	Maine Narrow Gauge RR Portland, ME	An interesting collection of 2 foot gauge equipment plus a short ride.
MASSACHUSETTS		
**	Cape Cod Scenic Hyannis, MA	In a state of flux; new operator for 1999. A nice ride, but not the best of Cape Cod's scenery.
NEW HAMPSHIRE		
**	Conway Scenic Railroad North Conway, NH	Lots of "green tunnel" on the long ride, but great scenery the closer you get to Crawford Notch. Don't bother with the short ride to Conway.
***	Mt. Washington Cog Rwy Mt. Washington, NH	Very authentic; the granddaddy of all cog railways. Plenty of smoke, soot and cinders, a great adventure.
***	White Mountain Central RR Woodstock, NH	Not much of a ride and very "touristy", but where else can you see a Climax, wood fired yet, in action?
NEW MEXICO (COLORADO)		
****	Cumbres & Toltec Chama, NM	Very, very authentic, very, very scenic. How lucky we are that enough people had enough interest to save this for all of us.
NEW YORK		
**	Adirondack Scenic Railroad Thendara, NY	The first two thirds of the full ride, Utica to Thendara, is largely "green tunnel". From Forestport to Thendara the view is truly scenic. Suggestion: ride one or both of the short trips that operate out of Thendara.
**	Arcade & Attica Arcade, NY	Where else in NY state can one ride behind steam? (At least for the time being.)
*	Tioga Scenic Railroad Owego, NY	It's not very scenic, but it would give grandchildren who've never been on a train an interesting experience.

Heron's Ratings (Continued from Page 6)

NORTH CAROLINA

- *** Great Smoky Mountains Railway
Dillsboro, NC

Offers more than one run, all are scenic. Good equipment, well run very efficient operation. Some special runs are behind steam.

PENNSYLVANIA

- **** East Broad Top RR
Orbisonia, PA

A wonderful treasure which, sadly, is fading away. Experience it while you still can, not just the ride, but the shops, the roundhouse, the turntable and all the other artifacts of a bygone era.

- * Gettysburg Railroad
Gettysburg, PA

Yes, it is a train ride, but that's about the best one can say for it.

- ** Knox & Kane RR
Marienville, PA

The big thing here is the Kinzua trestle, once the world's tallest.

- *** Strasburg Railroad
Strasburg, PA

The ride is too short, but the ambiance is terrific. Steam powered. As a bonus the Pennsylvania RR Museum is across the road. If there is a "Disneyland" of tourist lines, Strasburg is it.

TENNESSEE

- ** Tennessee Central
Nashville, TN

Operates a variety of excursions. Good equipment, friendly people, somewhat scenic.

WASHINGTON

- * Mt. Rainier Scenic Railway
Elbe, WA

You can get a very good view of Mt. Rainier by auto. Not much of a ride, not a very well organized operation. There is lots of potential here, but not as yet realized.

WEST VIRGINIA

- *** Cass Scenic Railroad
Cass, WV

Well maintained, well operated and a joy to experience. Try to sit in the rear of the rear car, the engine will be right behind you and you can stare at the shafts, gears, etc. to your heart's content.

A Few Clarifications

A few clarifications on "Our Great Steel Fleet" article appearing in the February issue are in order.

Our mail-baggage car is *Alonzo B. Cornell*, not *Ezra B. Cornell*.

Some cars of the *Empire State Express* received only numbers, and never had names of New York State governors. Our car, named *Richard Tickner*, was a numbered car while in *Empire State Express* service. This car was named to honor Mr. Tickner, who was one of the Chapter's pioneers and is no longer with us.

Arnold Williams of Lexington, MA wrote to provide these added details extracted from Al Stauffer's book "Thoroughbreds"

Two mail-express cars were: *Alonzo B. Cornell* and *John Dix*.

Two tavern-lounge, baggage cars: *Grover Cleveland* and *Martin Van Buren*.

Four 85' dinners: *John Jay*, *Horatio Seymour*, *George Clinton* and *Dewitt Clinton*

32 coaches: six were numbered 2564-2569 and 26 others named for New York State Governors.

Two Tavern-lounge, observation cars: *Theodore Roosevelt* and *Franklin D. Roosevelt*.

[Note: Selected pictures of *Empire State Express* cars with text are currently displayed in the *Alonzo B. Cornell* car of the Chapter's excursion set.]

Arnold also mentioned he had information on the "Pennsy" in or around Rochester. Hopefully we can get a feature article here.

Dave Luca also states that the steam heat lines are still in all the coach interiors, however, the essential regulating equipment

has been removed. Plans are to provide electric 'base-board' heat sometime in the future.

(Also consult "Rochester Chapter's Excursion Train" by Dave Luca in the September 1998 issue.)

Two RR Historical Societies Go Dormant

The Conrail Historical Society of Walnutport, PA and The Narragansett Bay Railway Society of East Greenwich, RI have announced suspension of active operations.

This is unfortunate as both societies published extensive coverage of current railroad activities. As one of our Board members stated: "Bummer!"

Answer to South Penn. RR Question on Page 4: The Pennsylvania Turnpike

The Semaphore

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National Railway Historical Society
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Chapter Meeting & Program:
A Farewell To Conrail
by **Ducan Richards**
March 18, 1999
40 & 8 Club
933 University Ave.

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

