



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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April 1999
Volume 41, No. 8

Program for April 15

NYC Mainline in Wayne Co.

by *Shelden S. King*

Shelden will be presenting a slide program on the New York Central 4-track Mainline in Wayne County — with a little West Shore and Pennsylvania Divisions thrown in for Good Measure.

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.

Annual Banquet May 8

Last Call to Reserve Your Spot! (The next issue will arrive after the event)

May 8 is just a month away—the date of our Annual Banquet. Again, it will be held at Zamiara's Party House on Buffalo Road. A Social Hour (6 PM) introduces a fine buffet catered by Rick's Prime Rib House, a restaurant located on the lower level.

As of press time the guest speaker on the program portion has not been confirmed.

The cost is *only* \$15 per person—and that includes a new Collector Mug! The deadline for reservations is **May 1!** Reservations should be sent to:

Janet Dittmer, 983 N. Winton Rd., Rochester, NY 14609-6824.

Make checks payable to: Rochester Chapter, NRHS. Include a stamped, self addressed envelope if you want your tickets in advance; otherwise they will be held at the door.

Janet will probably take phone reservations: 288-0318.

Daylight Savings Time Returns— Allows expansion of the Tuesday Night Work Parties !

Details on Page 3

Chapter Kicks Off Young Railfan Program

by *Dale Hartnett*

"We all want to do restoration."

That was the enthusiastic statement of participants in the Rochester NRHS Chapter's Young Railfans program following the March 13 tour of the Rochester and Genesee Valley Railroad Museum.

Five high school students between the ages of 14 and 17 are charter members of the group. All five also have interests in model railroading, often going back many years.

Since the first meeting at the R&GVRM, the group has visited the Rochester Model Railroad Club's Lehigh Valley layout in downtown Rochester. Chapter member Dick "Lucky" Luchterhand led a behind-the-scenes tour and answered questions about model railroading and the Rochester Model Railroad Club's activities.

During the months ahead, the Young Railfans will be introduced to a number of railfan activities and projects. Monthly meetings will take place at the R&GVRM with frequent field trips to area points of interest.

Members of the group include Nathan Dunn of Rochester, Brett Hendershott and Douglas Vereecke of Hilton, Kevin Hertzog of Henrietta and Matt Stachura of Conesus.

Many Chapter members have already been involved in the group's meetings.

Chris Hauf presented an excellent slide show of both Chapter activities and the R&GVRM at the February Information Night at the Henrietta Public Library. John Redden and Jeremy Tuke were on hand at the Information Night to meet prospective members and answer questions from the youth and their parents.

Charlie Harshbarger and Jim Johnson assisted in snow removal and setting up heat in the DL&W baggage car for the first meeting at R&GVRM. Dale Hartnett led four young railfans and their dads on R&GVRM tour.

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Pancake Breakfast at Museum: May 1

(A Fund Raiser for Young Railfans)

The Chapter's Young Railfans group will hold a first-ever pancake breakfast fundraiser on Saturday, May 1 from 8 to 10 AM at R&GVRM's Depot.

With opening day for the museum just two weeks off, it will be a great chance to get an early start to an important "Spring cleanup" workday, have some fun and help our young associates raise a few dollars for upcoming activities.

The breakfast is open to volunteers from R&GVRM and NYMT. Guests are welcome (especially if they plan to pitch in on museum projects). Bring your appetite. You'll need it! (DH)

Visitor Operations - 1999

by *Donovan Shilling, Volunteer Coordinator*

Visitor operations in 1999 will see several improvements. Plans are underway to make the visitor experience more interesting and easier for the Depot museum guides to conduct. Just a few years ago one lonely guide was all that was needed to shepherd the few Sunday visitors we had around our sparsely filled yards. After linking rails with our neighbors on the hill, the New York Museum of Transportation, we initiated track car rides. A recent survey indicates the ride has become one of the highlights of the trip to our museum. Getting there is lots of fun!!

Now we're challenged to make the visitor's experience at the Depot worthwhile. So, at our end of the line we've added more things to see. We'll have a caboose, a diesel-electric, a video of Trolley Car 60, and a variety of other exhibits and artifacts. The 1999 season may be such that two guides are not enough on a busy Sunday.

Chapter newcomers are invited to join our seasoned volunteers for a few hours on

(Continued on Page 2)

Kick Off (from Page 1)

Membership is still open to interested young railfans (male or female) between the ages of 14 and 20. For more information, contact Dale Hartnett at 716/243-0139.

The upcoming schedule for the Young Railfans includes:

- Saturday, April 17: Caboose Restoration and Trip to the Other End of the Line.
- Sunday, April 18: Visit to Chapter Library in Webster.
- Saturday, May 1: Pancake Breakfast for volunteers at R&GVRM (See Page 1)
- Saturday, May 8: Introduction to track work.

Library Report

by Charles Robinson, Chairman

The Chapter Library will be open on Sunday, April 18 between 2 and 5 PM. We are now in the process of determining the evening hours for the spring and summers seasons.

The library is moving right along with chapter members taking advantage of our facility. The staff of Steve Oagley, Jerry Gillette, Gale Smith, Eric Drum and Teresa Kellet have been working away entering the extensive and important John Woodbury negative collection in a database for ease of retrieval. Other activities include arranging the timetable collection, listing missing periodicals to complete our collection, and cataloging of about 80 additional donated books, plus video tapes.

The library has been indeed been fortunate to receive the outstanding book collection of the late John Roblin from his widow. We appreciate the family's generous gift to the library.

The video tap collection continues to grow, with several submissions from Dan Cosgrove's collection. Hopefully we can soon work out the details of the tape viewing and sharing sessions for the members.

Chapter Library Open April 18

The Library will be open from 2 to 5 PM on Sunday, April 18. It's the twin cabooses located at 11 Mill St. in the former Hojak yard off NYS 250 just north of the Route 104 expressway overpass in Webster.

Visitor Operations (from Page 1)

several Sundays. This will provide break time for the guides and offer newcomers first hand experience to our collection. We'll attempt using teams of spouses. Two couples, teaming together, can offer a "family-type" feeling to the visitor experience.

All Chapter members are eligible to be Depot guides. You'll learn a great deal about our museum by becoming a guide just **ONE SUNDAY AFTERNOON**. Hours are from 11:00 AM to 4:30 PM.

The *Semaphore* will carry a list of volunteer Depot guides and their assigned Sundays. If an act of God should cause a guide to be unavailable on their assigned Sunday, they can contact someone on the list to switch assignments. That way the Depot should always be covered, visitors greeted and their experience at the museum heightened.

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.

New York Central Headlight

(add this to Headlight list in March issue)

1996: Vol. XXVI, 1Q

1997: Vol. XXVIII, 4Q

1998: to date

Railroad History (Bulletin of the Railway & Locomotive Historical Society)

Missing issues: 1-59, 61-72, 74-75, 77, 80-101, 103, 105, 108, 110-114, 116-128, 130, 135, 137-144, 146, 148-149, 151, 153, 164, 169-171, 178 - to date.

Baldwin Locomotives Magazine

All issues prior to 1935

1935: 3Q (July)

1936: 1Q (Jan)

1937 - 1943: All issues

1944: 2Q (April)

1945: 1Q (Jan)

1946: 1Q (Jan)

1947: 3Q, 4Q (July, Oct)

1948: 3Q, 4Q (July, Oct)

1950: 3Q, 4Q (July, Oct)

All issues after 1950.

Membership Report

Chris Hauf, Chairman

(The Membership Report was not received by press time.)

Membership Information

Dues for the calendar year are:

Regular \$30; Student/Retiree: \$25; Family; \$40 Other membership levels are available. Includes membership in the National Railway Historical Society.

If a member of NRHS and wish to join the Rochester Chapter, deduct \$15 from the above categories.

Make check payable to Rochester Chapter NRHS and send to: Rochester Chapter NRHS, P.O. Box 1161, Webster, NY 14580.

Kevin & Debi Klees Weds

Kevin and Debi Klees were married on February 27. They honeymooned in the Galapagos Islands. They are avid bird watchers.

Irene Remery

Our condolences to Charles Harshbarger and his family for the recent loss of his Grandmother.

Railroad Magazine

All issues prior to 1930

1930: Jan-July, Oct-Nov

1931: May, June

1932: May-Dec

1933: Jan-March; May; Sep, Nov

1934: Feb

1936: Feb, April-July

1937: Feb, April-July

1938: Dec

1939: Jan, Feb

1940: Feb, March, Nov

1944: Sep-Dec

1954: Jan-August

1960: April, June, August, Dec

1961: April

1965: Jan, May, June

1969: Jan, April, Oct-Nov

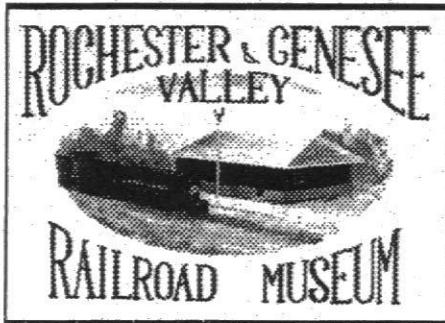
1970: Jan, March, June-October, Dec

(Merged with *Railfan & Railroad Magazine* in May 1979.)

Railfan Magazine

1974: Spring, Summer, Fall

1975: Spring, Summer, Fall



Rand Warner, Manager, 425-8587

General

Spring has finally arrived (we hope). Now the good weather and longer evenings will permit us to work on our many priorities.

Please get involved with our Tuesday evening or Saturday work parties – or other day/evenings special projects as your time and schedules permit. We really welcome, want and need volunteers.

Snow Fighting for Year 2000

Well, we have really gotten snow dumped on our Museum this winter! At this time we can push snow with trusty EKC #6 – but let's think about next winter = Y2K

By next winter we should be able to muster the following snow fighting roster of possibilities:

1. Use Army #1843 at any time because we'll have three phase 220v for its block heater. The Army engine might have pilot plows by that time also.
2. If conditions warrant, push WAG snow plow with Army engine and/or EKC #6 loco. This should clear out anything Mother Nature can throw at us. Can't you just want to see this ...
3. Clean out the switches with fully operational Kershaw snow brush—just as originally intended.
4. Clean out the sidings where the WAG plow can't go using our Blue Army Track-Mobile with nose plow.

Now it seems like that should be sufficient – but we still have our Euclid and Trojan loaders on tap, as well as our 4-wheel drive backhoe tractors.

Up at NYMT end, we will someday be able to use the former Philadelphia Snow Sweeper #C-130, running under live overhead. Won't that be something to see and look forward to!

We should be entering the Twenty-First Century from a position of considerable strength in snow fighting!!

Great Tuesday Night Projects

Our clocks have been reset to "Spring Ahead" to Daylight Saving Time, so now our Tuesday night work parties will be going full blast. Some of our activities that lend themselves ideally to our Tuesday evenings include:

1. Removal of wooden boarding platforms at RGVRM and replacement with crushed stone.
2. Rehab, leveling and ballasting of passenger loading track at NYMT.
3. Clean up of all outdoor areas seen by our visitors.
4. Clean up of all interior areas and displays seen by our visitors.
5. Replace bad switch timbers at NYMT switches.
6. Build up panel track sections for new sidings at barn.
7. Build up replacement panel switch for Switch #6 relocation.
8. Fix potholes in roadway for visitor entrance at NYMT.
9. Re-set boundary marker ties at NYMT parking areas.
10. Rebuild Reids Crossing for BOCES.
11. Add planking to NYMT road crossing next to R&E waiting room.
12. Tighten loose rail joints for smoother track car ride.
13. Grind rough rail joints for smoother track car ride.

Leadership

After many long years of outstanding leadership, dedication and commitment, Norm Shaddick is stepping down from Supt. of Maintenance-of-Way Equipment.

Recognizing our greatly enlarged fleet of track cars and M.O.W. equipment, we are assigning new leadership as follows:

For Track Car Fleet: Jeremy Tuke and Dan Waterstraat

For Heavy Maintenance-of-Way Fleet: Dick Bean and Bob Mader

John Redden has agreed to spearhead the rehab/relocation of Switch #6, starting immediately.

Dave Goodwin has agreed to honcho the rehab/repair of our weakened embankment area near Switch #5, starting immediately.

Scott Gleason has agreed to honcho our pole setting for ELECTRIFICATION at the south leg of NYMT loop, starting immediately.

George Knab will be leading the excavation for track expansion north of the Restoration Facility, starting immediately.

Rand Warner and Bernie Cubitt will be coordinating the preparation of Rochester Lockport & Buffalo Car #206 for moving.

John Redden and Ron Amberger will be coordinating the preparations for moving the Heisler Fireless locomotive.

Dave Luca and Rand Warner will be coordinating the rehab of Subway Car #60.

Restoration Facility

John Weber is making up a larger scale-size building drawing so we can all input our thoughts and requirements on: electrical, heating, drainage, pits, floors, safety items, equipment layout, etc.

Rand Warner has distributed John's latest update for our overall site plan, corrected to show the final size and final location of the building. Again, this will permit us all to get our thoughts down in black and white on paper, regarding outside power feed, drainage, track plans, add-on sheds, access roads, and other requirements.

Steve Huse has installed fire extinguishers inside the building in several locations.

Charles Harshbarger has installed a first aid kit and safety equipment such as goggles and safety glasses.

Jeremy Tuke, Chris Hauf and Bill Chapin have been taking care of trash clean out from projects debris and have transferred all waste to our dumpster for pickup.

Out temporary lighting and power system is a great help to our many restoration and repair projects going on in the barn.

George Knab and Art Mummery have fixed us up with temporary air service from our diesel compressor and welding capability from George's gas powered welder.

Electrification

Scott Gleason and Dan Waterstraat have moved our new RG&E bucket truck up to NYMT for the 1999 work season.

Scott Gleason and Dan Waterstraat have removed and replaced the bad master cylinder on the Auger Truck and it is now ready again for the 1999 season.

Charlie Lowe has mapped out and staked out the pole locations south of the NYMT barn for the south leg of the loop track.

Scott Gleason has towed poles into location for setting them up on the south leg of the NYMT loop.

Charlie Lowe has drawn up layouts for stringing span wires south of NYMT barn.

Pole setting, led by Scott Gleason will commence on Saturday, April 3. We plan to set poles at least once a month.

We will be equipping our auger truck and bucket truck with appropriate tools from RGVRM and NYMT collections as available.

Rand Warner has laid out a first cut schedule for ELECTRIFICATION, getting us to limited operations of our first trolley car by year end – using overhead wire.

NYMT has received, by way of Japan, a set of Taylor type interurban standard gauge trucks for R&E car #157. With this shipment came all the control equipment.

Rand Warner, John Weber, Charlie Robinson and Bernie Cubitt are working on drawings to replicate missing parts for RL&B #206, Texas #409, etc. using EC&W #107 for patterns.

The southwest corner room of NYMT has been set up with file cabinet cases for storing small parts/fittings for our overhead electrification program.

Railway Express Truck

Dick Bean has arranged for the former yellow TrackMobile tires and tubes to be re-installed on the rims for the Ford Railway Express Agency truck. As part of the effort, the rims for the truck were sand blasted and primed.

Lynn Heintz is now painting the wheels in the final coat of REA red.

Next, we can re-mount the wheel assemblies back onto the truck and move the truck up to our Restoration Facility for further rehab.

Rand Warner has assembled a 3-ring

[Editor's Note: Rand Warner has compiled listings of the vehicles in our many fleets/collections. Two of these updated lists appear herein; others will follow in future issues.]

Track Car Fleet

TC-2 Track Motor Car

Our back up unit for pulling passenger trailers for our visitors. Relocated to Restoration Facility for necessary rehab over the winter.

TC-3 Track Motor Car (RoeMobile)

Our primary unit for pulling passenger trailers. Stored serviceable – ready for use as conditions permit.

TC-4 Track Motor Car (MaderMobile)

The backbone of our track maintenance and signal maintenance efforts – ready for use as conditions permit.

TC-5 Track Motor Car (Redden)

This former Dansville & Mt. Morris #1 unit is stored serviceable – ready for use as conditions permit.

TC-6 Inspection Motor Car – D&MM #2

Our light duty machine for inspection only – not intended to pull trailers – it is single cylinder. Stored serviceable – ready for use as conditions permit.

Passenger Trailer #2 (Bellenger)

This primary unit may get a canopy roof to shade our visitors from the summer sun – a low priority option for sometime in future.

Passenger Trailer #3 (Barbara Richards)

This backup unit is a kit-bashed former Genesee & Wyoming Kalmazoo model motor car with engine removed. It already has a canopy top. It has been moved up to the restoration barn for servicing.

reference binder of technical and background info on the truck supplied by Lynn Heintz and others.

Several people have reported "sightings" of other Railway Express Agency trucks, bodies, or relevant parts.

Who knows, maybe we'll have a whole fleet of REA trucks someday—delivering and picking up packages from railroad and trolley express cars at our various stations along the way.

Maybe for the Year 2000 we could even have an REA truck in a local parade ...

Maintenance of Way Equipment Fleet

Burro Crane – former Foster-Wheeler

Is getting major priority from Dick Bean, Bob Mader, Art Mummery, Roe Brothers, John Redden, Rand Warner, Norm Shaddick, Bill Chapin, Bernie Cubitt, etc. The replacement diesel prime mover is ready to be installed. Crane is in our new barn for rehab.

Chevy Hi-Rail Utility Truck – former Adirondack RR

This old workhorse needs some TLC to get back in service for the coming season. It is all intact and should run – but it does need paint work.

Ford Hi-Rail Boom Dump Truck

This former Ontario Midland RR unit really earned its keep last year, spreading over 500 tons of rock ballast onto our entire main line, as part of our track rehab. We already have lots of plans for it lined up for 1999.

Kershaw Snow Brush – former KP RR

This unit is suitable for cleaning snow from switches as we received it. We hope to be able to modify it so that we can regulate ballast in addition to clearing snow. It needs brake work, but it does already run quite well.

Jackson Yard Tamper – former KP RR

This unit has already seen lots and lots of service on our tracks. Every time we add more ballast, we have to also tamp it. We now have several people who can operate it and also maintain it. Unit is ready to go.

Wooden Snow Plow – former WAG and MEC

This essentially all-wood plow is a real artifact – with lots of stories to tell we are sure! It needs some frame work and plow work to be usable next year for snow fighting on our lines.

Construction Equipment

The rebuilt water pump has been installed on our International tow truck by a small army of volunteers.

We now have another 10-wheel dump truck – a Broadway gas job – just in time for the '99 construction season.

Bob Mader and Art Mummery & Co. have removed the engine from the Balma backhoe, replaced the clutch assembly, and re-installed the engine again.

Thanks to ...

Jim Moore for donation and delivery of electric welding and soldering machine, trolley parts, and bringing in a new member.

Rand Warner for substation ammeters, power supply heat sinks, and professional glass cutting set.

Carl Englund for offer of antique wheel gauges and duplicate video movies from his father's estate.

Dick Bean for the legwork on our tires, tubes and wheels for Railway Express truck.

Charles Harshbarger and **Art Mummery** for legwork on rebuilt clutch assembly for backhoe tractor.

George Knab, **Joe Scanlon** and **Art Mummery** for honchoing our recent truck, trailer and bulldozer deliveries from Seneca Army base.

Dale Hartnett and **Chris Hauf** for info on structures and rolling stock.

Chris Hauf, **John Redden**, **Ron Amberger**, and **Rand Warner** for info on various types of motive power.

George Knab for honchoing rehab of radiator for our 175kw diesel generator.

Joe Scanlon for keeping the pipeline full of exciting possibilities for equipment, materials and assistance.

Rand Warner for delivering PRR coal stove for our N5c caboose.

Thanks for the Lanterns

Thanks to new member Jerry Clancy, a retired Conrail trainman, for his donation of two NYC RR lanterns, one of which he was issued upon his hiring on May 17, 1942. Now on display at the Depot.

Wanted

- High and Low profile track jacks.
- Good ties & switch timbers
- Anti-freeze & hydraulic fluid
- For volunteer technical library at Museum (Depot)
 - Complete set of T.R.A.I.N. issues
 - Complete set of LR&P issues.
 - Complete set of A.R.M. issues
- Shovels and brooms
- Track bolts for 80# and 90# rail.
- Skid steer loader – Bobcat or equivalent
- High rail gear – any style or type – 2 wheel or 4 wheel.
- Flat car, side dumper, ballast hopper, contractor dump car
- 80# DU rail and switches
- Cantilever jacks for passenger cars.

Tower 20

by Dan Cosgrove

What can I tell you about Tower 20? Well, it was a brick and stone structure typical of dozens of similar towers all built in the 1920s obviously replacing wooden structures that probably were exact replicas of dozens of wooden buildings built in the late 1800s and early 1900s. The wooden towers that still existed, like SS-15 in Lyons and Tower 29 at Ames Street and numerous others were all shingle and for the most part perched dreadfully close to the tacks, so close that you could feel the building shrink away from the trains as they passed, enough so that you didn't try to write the passing times down till the tower resumed its 'normal' stance. 20 was a good and solid edifice built to last and indeed, the ones that weren't torn down are sturdy today.

Tower 20 was a little out of the ordinary. It features the usual "X" design of the switches but it had additional switches east and west to the West Shore which ran directly behind the tower. The westbound tracks had approach bells and lights east of the coaling plant and then another set west of the plant so that you knew when train was leaving Wayneport, as you had to ask the West End Dispatcher as to the disposition of the freight trains. Sometimes the East End Dispatcher would advise you: "20, the next on 3 is the 2789 for the West Shore" which meant that when you got a hit on the approach out of Wayneport you could advise the Shore dispatcher: "I have the 2789 leaving Wayneport for the Shore". He would usually respond by: "Okay 20, 19, copy 3". When you let him know you were ready he would give you the train order for the movement: "19 number 25 copy 3, to C&E Engine 2789. Engine 2789 run extra SS-20 to Oakfield and Akron to WN JBD." Once you repeated the order he would give you a complete on the order and the time, and then you had to race around a bit.

You had to get the proper signals put back to stop, throw the switches to get the train going for the Shore and then you had to quickly get the orders on the hoop; and race downstairs and get the head end on. If the train was long one, you might have time to race upstairs and put the signal on track 3 back so it wouldn't lock you up when the train cleared the circuits. Then race down with the order for the caboose, note the time and then give the time by to the various dispatchers involved. In this case it would be the East End Dispatcher and the West Shore, and you had to immediately get your switches in order and get all the signals

cleared so that the trains coming wouldn't be touched – "touched" means delayed.

You might say to the dispatcher if he asked, which would be seldom, if you "touched" anybody when the freight crossed over – might be "yeah, touched 90 for a minute, but he'll run that off" and the dispatcher would agree with you "Okay 20, it was worth it – he's out of the way." You didn't have much time to reflect on what you had done, as your next move was already being planned, and was probably being put into motion. One move done, next move partly done and the move after that showing up as you worked.

You noticed someone taking out a sandwich and you realized that it was noon, already noon – where had the morning gone?? The rest of the day flew by as quickly. It seemed that you had just eaten your lunch and there was your relief looking over the situation, and it was time to go home.

For me being relieved brought on an adrenaline surge – down the stairs I pounded as quickly as I could and off I went on a dead run to the east of Wayneport. Even as I raced, here came No. 140, the local out of Rochester. I ran even faster, suddenly the train stopped at a green signal halfway down the track from SS-20. The engine crew had taken pity on me and stopped at the green signal as if it were red, and the door was open. I quickly leaped up on the train. The engine man gave a couple of toots on the whistle and we were off for Syracuse. An hour from then, I would be in Syracuse ready for a bus ride home. My tour done for that day.

What happened that day? Well, there was a rush in the morning. We had a couple of eastbounds down the West Shore, which was rare. We'd had a dimension car for Rochester dropped off by BD 28 ("The Moonlight", the ever other day dimension car local out of Buffalo. We had also received a couple of cars to go west on the Shore to Ridgeland the next day. No. 90 sported a diesel, no, twin diesels, and they seemed to handle the train well. He didn't stop at Wayneport at all either.

Home in time for dinner, felt I earned my money that day, and I felt really good about it. Next morning, I would be out and ready to ride 163 to Wayneport in the morning, and ready for another go round with 20.

Remember the Annual Banquet

May 8

Trip Report:**WHITE MOUNTAIN CENTRAL RAIL ROAD***By Bill Heron*

The White Mountain Central Rail Road is located at Clark's Trading Post at North Woodstock, NH. The trading post is a very small microcosm of Main Street at Disney World. It features "Merlin's Mystical Mansion", a small fire equipment museum, an old time gas station/garage, a trained bear act and several places that sell things to eat. It would be unworthy of your attention except for one thing; there is a steam train ride, one mile each way. This too could be easily passed by, but for one amazing fact.

The locomotive is a Climax! It was astounding for me to saunter over to the train waiting at the station, wander forward to the engine and then with no forewarning see one of the storied, Erie, PA built geared engines. According to a source on the Internet there are only four operable Climax engines left in the U.S. One of them is at the Mount Rainier Scenic Railroad at Elbe, WA in need of some work when I saw it in May, 1998. Interestingly the Connecticut Trolley Museum is listed as having an operable Climax. There is also a Climax at Cass, but it is on the dead line and chances of its being restored to operable condition are said to be slim.

Clark's Climax was built in 1924 and delivered to a New Hampshire logging company. It passed through two or three successive owners before the Clark family bought it. It has been nicely restored, wears a somewhat gaudy paint job and seemed to me to run quite well. My good luck continued when I was able to have a pleasant conversation with the engineer. Aware that some people think that Climax engines are cantankerous and troublesome to keep running, I asked him about it. He said that his Climax was not at all troublesome and ran well and reliably. He added that he felt that Climax engines were the best choice of all for really rough road beds and trackage. Somehow I was glad to hear this.

At this point I timidly broached the subject of a cab ride. My good luck stretched even further when the engineer quickly welcomed me aboard. He did say that it was "awfully hot" in the cab, and it was. I gladly handled the temperature as I watched him stoke the engine's fire box with hard wood logs, about four feet long and ten inches in girth. He said that one load of logs sufficed

for the two mile round trip. Soon we got the highball and it was off to the races. In motion, the Climax had a pronounced rolling, lurching gait. Someone with an uneasy stomach might have needed Dramamine. The engine's motion seemed to confirm what I had been told about the Climax propulsion system being inherently unbalanced. But we made it there and back, with much whistle blowing and great clouds of acrid wood smoke with cinders raining out of it.

Too soon the cab ride ended with me in a happy frame of mind, astonished at my good fortune. If you're ever in the vicinity of North Woodstock, NH, do stop at Clark's. How often will you have the chance to see a live Climax engine doing its thing?

Jack Matsik and Mary Hamilton-Dann to speak at Geneva - April 17.

Chapter members Jack Matsik and Mary Hamilton-Dann will be the featured speakers at the Lakeshore Division of the NMRA Niagara Frontier Region Spring meet on Saturday, April 17 in Geneva, NY.

Jack's clinic will be on modeling the PRR cabin car.

Mary's talk will be about the Lehigh Valley in Western New York.

In addition a visit to the Finger Lakes Railway is planned.

The conference starts at 9 AM in the former LV train station which is located at the corner of Humbert St. and Swiss Ave. From the North on Route 14, turn left at North St., and right at N. Genesee St. to Swiss Ave.

The registration fee for non-members is \$4. The station is being renovated, so some areas are 'primitive' and a signing of a release may be required to tour the area.

Note: No children under 16 will be allowed at this meet.

Railcamp - 1999

After the successful 1998 Railcamp sponsored by the National Park Service and NRHS at Steamtown in Scranton, PA, the 1999 program will be expanded to TWO sessions: July 18-24 and July 25-31.

The program features railroad preservation, railroad operations among other topics.

The program is open to young people between ages 9 and 12. Each session is limited to 24 participants. If you know of any local lad/gal who is interested, have them in in contact with one of the Chapter's officers for more details.

The Bulletin Board**April 11:**

The Batavia Train Show at Batavia Downs Race Track is Sunday, April 11. Our Chapter will have a table or two there; if you are attending and can assist, please stop by.

April 24 & 25:

The 13th Annual Railroad Showcase at the Kenan Arena, 195 Beattie Ave., Lockport. This is one of the biggest shows in Western NY and is cosponsored by Niagara Frontier NRHS Chapter and NOME (Niagara Orleans Model Engineers).

May 1:

NF Chapter, NRHS takes off to Toronto, by rail, to ride that city's historic trolleys.

May 11:

Jim Dierks, NYMT, presents "The Rochester Subway System - Construction & Operation" for International Society of Measurement & Control, Rochester Airport Marriott, 7:45 PM.

1999 Special Events with NYMT**May 15 & 16**

Opening Weekend - Track car rides resume.

"Model Steam & Gas Engines" at NYMT.

June 13

"Bring Your Own Train" to operate on NYMT's HO layout.

July 17 & 18:

"Diesel Days" - See, hear and take a ride on one of six historic diesel locomotives.

August 15

"Return of the Casey Jones" Rochester City Subway "Casey Jones" track car has been beautifully restored. See it run in this special one-day event.

October 31

Last day of Joint Operations. Last track car rides for the season.

Sacramento NRHS Convention

The National Convention of the NRHS will be held in Sacramento, CA on June 21 to 27. This convention is in conjunction with the 1999 Rail Fair being sponsored by the California Railroad Museum.

By calling 408-278-5100 you can get the current status of the various events planned for the NRHS Convention.

How to Enjoy a Vacation Trip

by Harold C. Crouch

One time my late friend Herb Liebert and his wife decided to take a vacation trip across the northern part of the United States — by train, of course! They planned to leave on a Labor Day week-end, taking #41 the "Knickerbocker" to Albany, N.Y. transfer to #27 the "New England States" to Chicago and then the Northern Pacific to the West Coast.

No. 41 departed Grand Central Terminal on time, but unfortunately, Herb failed to see a sign in GCT that said #41's first stop would be Schenectady, N.Y., not Albany, N.Y. Part way up the Hudson Division, #41 came to a stop. Herb, being of an inquisitive nature, learned that a train ahead was stalled. It turned out to be #49, the Advance Knickerbocker, with two Alco PAs on the head end. Going up to the cab of the PAs, Herb enquired of the engineer what the problem was. The engineer merely said that the locomotive wouldn't run! Going back in the engine compartments, Herb checked things over (he was a Diesel Supervisor at the time), but could find nothing wrong. So he returned to the cab and asked the engineer to start the train so he could see what was taking place. The engineer refused, merely saying the locomotive wouldn't run. Seeing that he wasn't getting anywhere, Herb went to the nearby wayside telephone and called his friend the Division Supt. in Albany. The Supt. asked Herb to tell the engineer that he (the engineer) was to do what ever Herb asked — anything to get the train running! The engineer still refused to do anything, so Herb returned to the telephone and this time the Supt. asked to have the engineer come to the telephone. Fortunately, the engineer did so and after a bit of "discussion" started the train.

Originally, the Dispatcher had lined a crossover so that #49 could cross over from Track #1 to Track #2 so that #41 could pass as #49 had intermediate stops. When #49 came to a stop, it was part way thru the crossover and so had both tracks tied up. Thus when the engineer started the train, #49 merely continued on thru the crossover to Track #2.

There was nothing wrong with the PAs. Apparently the engineer had been running EMD E-7 locomotives and had forgotten how to run an Alco as the transition handle was in position 1 (series) rather than position 4 (parallel-shunt) for automatic upward transi-

tion. So the next thing Herb knew, #41 went by them with his wife on board.

Mrs. Liebert had been around the railroad enough with her husband to realize that they weren't going to stop at Albany (change crews at Rensselaer Yard where Amtrak's Station now is) and so wisely got off at Schenectady. Unfortunately, Herb had put some of their luggage in the men's room, but had forgot to mention this to his wife. ...page

No. 49 duly arrived at Albany Union Station where our mutual friend Austin Hardy, Chief Road Foreman of Engines was on hand. Austin then drove Herb over to Schenectady where he found his wife, but their luggage was enroute to St. Louis, Mo.!

The Lieberts made #27 without difficulty and duly arrived in Chicago. However, Herb having been in the engine compartments of the PAs had got his suit dirty and his other suits were in St. Louis, Mo. Going up to the Mechanical Dept.-Lines West Office, Herb "hid out" in the file room while a clerk took his suit out to be cleaned. Meanwhile, their luggage was sent up to Chicago from St. Louis.

In due course, the Lieberts made the Northern Pacific train and started on their long awaited trip. One station stop on the Northern Pacific was extra long (headend work I suppose). Herb, in looking out the window saw three EMD units on a freight train that had stopped. Going over to the cab the engineer explained that they were coming along O.K. when suddenly all three oil engines died. It took Herb only a few moments to ascertain "No Fuel Pressure! Apparently as the freight train came into town, vandals had reached up and pulled the emergency fuel trip on the three units! Now to re-set the fuel trip on an EMD unit generally requires the unit to be over a pit so the trap door can be slid back to reach up and reset the fuel trip. But here they were out on the main line! Getting down, Herb squeezed himself between the top of the rail and the bottom of the fuel tanks to re-set the fuel trips on the three engines. It was then only a few moments to get fuel pressure back and re-start the engines for the freight train to be on its way again. However, Herb got his suit dirty — again!

After this episode, Mrs. Liebert wouldn't let Herb out of her sight and they had an enjoyable vacation trip!

Moral: Have a good vacation trip, but try to avoid having to "fix" locomotives enroute!!

The current running film "October Sky" features another SR steamer (#4501) relettered N&W. Although the film was shot in Tennessee, apparently the rail scenes were filmed in West Virginia. CSX required a diesel as a backup; 4501 did not break down, but ended up towing the diesel! [Gondola Gazette, March 1999]

CBS-TV may show SR Steamer

Expected this spring is the CBS TV production: "Having our Say: The Delaney Sisters First 100 Years" based on a book by the same title. Filming was in January at Salisbury depot and N.C. Transportation Museum.

The equipment used included Southern Railroad 2-8-0 #542 (dead), NCTM coach 4955 with interior repainted to have a mahogany look. The museum's GP9 provided the power — off screen. [Turntable Times, March 1999]

Alstrom Projects 1,200 New Jobs in NYS

Alstrom now employs 1,200 in NYS facilities. Most of the new jobs will be in Hornell. If they get the contract to build rail cars for the Long Island Rail Road, then they plan to construct a \$7-10 million new factory in Hornell.

By 2002, the firm hopes to employ 2,400 people in New York building cars for Amtrak's high-speed Washington-to-Boston route, Los Angeles-San Diego route, light rail cars for New Jersey Transit and New York City subway cars.

Their facility in Henrietta (the former General Railway Signal) employs 500 and will not be immediately affected by the projected growth. [Democrat & Chronicle, Feb. 2, page 12D]

RPO's Return?

Amtrak has been carrying U.S. Postal Service mail in cars with regular passenger trains, but it has been over 20 years since the last RPO car was retired.

To acknowledge the rail/mail history, the USPS has contracted with Amtrak to run a special train on an 18-month tour of the states. The P42 engine is painted yellow with cancellation stamps to represent a manila envelope. It will pull four cars, including the restored former Southern Railway RPO 36 owned by James A. Bistline. It is presently touring the southern states then on to the Midwest and the West Coast.

Postal Service to Issue Five Stamps in August

In August, the USPS will issue five stamps based on Ted Rose's paintings of "Daylight", "Congressional", "20th Century Limited", "Hiawatha" and "Super Chief" [Trains, May 1999, pg 16]

The Semaphore

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Chapter Meeting & Program:

NYC Mainline in Wayne Co.

by Sheldon King

April 15, 1999

40 & 8 Club

933 University Ave.

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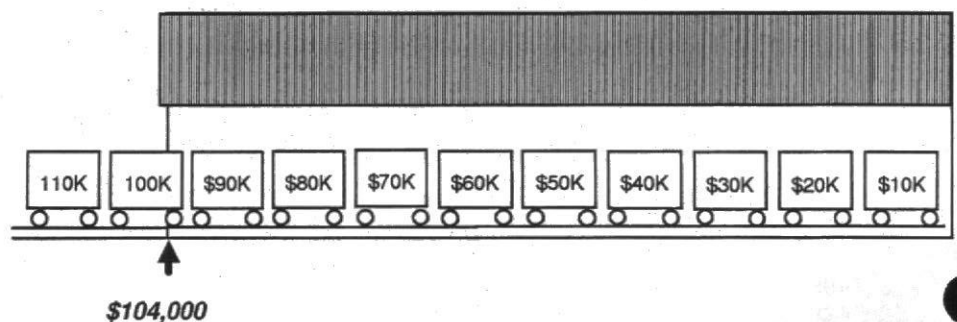
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The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise – the building moves rather than the train – easier to do!



InterNet (World Wide Web) address:
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