



# The Semaphore

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

May 1999  
Volume 41, No. 9

Program for May 20:

## What 1998 Accomplishments Hold for 1999

by Chris Hauf

Chris will review, with slides, the many accomplishments that Chapter's members have achieved during 1998, which has formed the many foundations leading to Great Things for 1999!

### Also Election of Two Trustees

(See Page 2.)

### 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.

## MDT 12549 arrives at the R&GV RR Museum

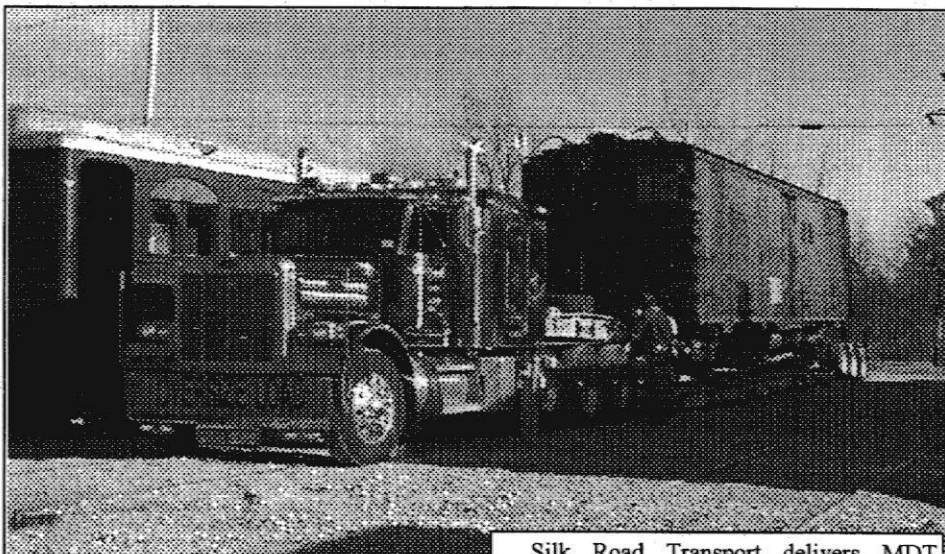
On Tuesday afternoon May 4th, MDT 12549, a steel ice bunker refrigerator car constructed for MDT at the East Rochester Despatch Car Shops, arrived at the Rochester & Genesee Valley RR Museum via a Silk Road truck and low-boy trailer from Buffalo, NY. The car was donated to the R&GV RR Museum by Merchants Despatch Transportation. This was their second donation of a refrigerator car to the Museum; donating MDT 14053 several years back which now acts as a photo gallery of photos of the East Rochester Car Shops. Dave Luca and Chris Hauf helped load the car in Buffalo, and the Museum's Tuesday night crew helped unload the car when it arrived at the Museum. The R&GV RR Museum would like to thank MDT for their generosity and Silk Road Transportation for helping us with the move.

While the car was a donation, we still had to pay for the move and will have to pay for the car's restoration. Dave Luca has offered to match the first \$1000.00 donated



The Young Railfans Group pause for a photo after providing breakfast to about 50 attendees on Saturday, May 1. *Left to Right:* Dale Harnett, group advisor; Matt Stachura (Conesus); Brett Hendershot (Hilton); Nathan Dunn (Rochester); Kevin Hertzog (Henrietta) and Doug Vereecke (Hilton)

*Gale Smith Photo*



Silk Road Transport delivers MDT 12549 to RGVR Museum's yard on Tuesday, May 4.

*Chris Hauf photo*

toward the costs (around \$3500.00) for movement & restoration and is looking for donors to match his offer. Currently, we have raised about \$150.00 in matching dollars through donations given at renewal time, but we need more money to match Dave's offer. If you want to donate, please

send it along to the Rochester Chapter NRHS, MDT Refrigerator Car Fund, P.O. Box 664, Rochester, NY 14603.

**Thanks!**

## Depot Guides for May

**Saturday, May 15:**

Don Shilling, 381-3171

**Sunday, May 16:**

Stan Swackhammer, 223-1687

Richard Anderson, 244-2008

**Sunday, May 23:**

Ira Cohen, 427-7122

Chuck Goodman, 467-3909

**Sunday, May 30:**

Steve Oagley, 865-6535

Gale Smith, 544-6221

## Depot Guides for June

**Sunday, June 6:**

Dale Hartnett, 243-0139

Rick Israelson, 392-2667

*If an Act of God forces you to change your guide appointment, please trade with one of the guys listed above.*

## Tom Forsythe Becomes Ill

We've heard that Thomas Forsythe is undergoing medical treatments. Tom, who recently joined the Chapter, was making great progress in forming a public awareness program before this illness. It was also through his efforts that his father, John, submitted a large donation to our Restoration Building and other funds.

We wish that Tom's treatments are a complete success and provide a speedy recovery.

## Larry Fennessy Injured on Job

Best Wishes to Officer Larry Fennessy while he recovers from an injury that he sustained while on duty during the recent blizzard. JR

## Forthcoming TV Program:

### Train Wrecks!!

On Tuesday, May 25, 1999 from 8:00-9:00pm, FOX TV (WUHF, Channel 31 or Cable 7) will show "Train Wrecks!!"

This incredible all-new 1-hour special features unbelievable footage of train crashes, collisions and near misses, all caught on tape!!

## Our Season Opens

May 15 & 16

## HELP WANTED!

### ... TO MAINTAIN OPERATIONAL RAILROAD PASSENGER COACHES.

*The Chapter's Ex New York Coaches Need A Technical Support Person Or Persons To Learn What Makes The Coaches Function.*

We have books and drawings to cover the coaches structural, mechanical and electrical components.

The coaches were built by the Budd Co. in 1941. They were built entirely of stainless steel spot welded together, except for the interior walls & ceiling. The air conditioning systems were built by Frigidaire in 1941. The electrical systems were built by Safety Car Heating & Lighting in 1941. The electrical system uses DC generators to generate 67 volts to charge the batteries and run the AC & lights. They use carbon pile regulators to regulate the generator output and regulate the voltage to keep the DC lights from receiving too high a voltage.

Here is your chance to study these very historic pieces of equipment.

**If We Do Not Find A Person To Take On This Responsibility We May Not Be Able To Run The Fall Foliage Train Rides.**

Contact Dave Luca (288-0318) or Bob Miner (671-3589) for more information.



### ... GIFT SHOP PERSONNEL AND TICKET AGENTS.

The Rochester & Genesee Valley Railroad Museum and The New York Museum Of Transportation need persons for Marketing.

Each Sunday requires at least Two People.

One will sell tickets for admission to the Museums and the Popular Track Car Rides between the Museums.

The other will be in charge of The Gift Shop and sell Memorabilia to our Visitors.

The profits from this activity are split by both Museums and is a big source of revenue.

Please contact Marie Miner (671-3589) to Sign Up.

## Membership report

by Chris Hauf, Chairmen

If you have yet to renew your dues and your *The Semaphore* has a yellow line on the label, this will be your last issue. At this point, you will also no longer be receiving the *Bulletin* from the NRHS. It is still not too late to renew, and you can send your dues directly to Chris Hauf. You may have received a second dues notice from the NRHS. If you have and still want to renew, you may send your second notice renewal to Chris Hauf directly. You do not have to send it to the National via the enclosed envelope.

If you have any questions, please feel free to contact Chris (381-8583 or crhauf@frontier-net.net).

## 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.

## Elections This Month

Elections for two Trustee positions will be held at the May membership meeting.

John Redden and Rand Warner are vacating their positions on the board, but you can be sure they will remain active in their many duties.

Candidates for the Trustee positions are:

1. John Stewart

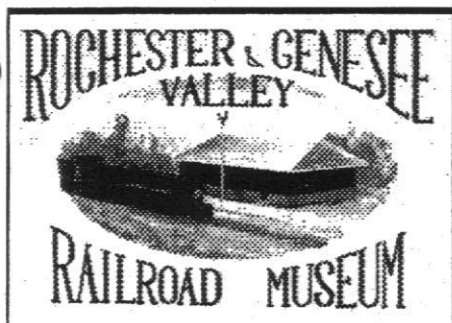
2. Dale Hartnett

Members of the Nominating Committee are: Steve Oagley and John Weber.

Mail enclosed ballot or bring to May meeting.

## Correction/Retraction Dept.

Conrail Historical Society is NOT going dormant! Your editor had received an apparently 'unauthorized' letter that had claimed such. However, John Cerreta, the Society's editor e-mailed a notice to Chris stating the contrary (but recent informative CHS newsletters have not arrived at this office.)



Rand Warner, Manager, 425-8587

## General

Spring has finally sprung, grass is risen, and RGVRM will reopen on May 15-16 weekend, with everyone's good help – as usual. We really do appreciate the broad base of help, interest, and enthusiasm that we're seeing now – people are out just about every day of the week!

## It was Just an Average Saturday, April 18 . . . .

Jeremy Tuke & Co. were teaching track motor car hands-on-operations.

Bernie Cubitt & Co. were removing tarps from Trolley 60, to use Monday on RL&B Car #206 at Knowlesville.

John Redden & Co. were prepping Heisler fireless 0-4-0 at Wayland for relocation to RGVRM.

Dale Hartnett & Co. were working on restoration to back date the B&O caboose to BR&P appearance.

Rand Warner & Co. were cleaning up wood planking and steel sheeting from RGVRM loading platforms.

Joe Scanlon & Co. were reviewing construction and heavy equipment plans and embankment reinforcement.

George Knab & Co. were working on our new portable utilities substation to support the restoration facility.

Art Mummery & Co. were working on rehab of several pieces of MOW and construction equipment.

Bob Mader & Co. were completing reinstallation of engine in Balmar backhoe tractor.

Scott Gleason & Co. were planting several more poles for electrification at NYMT – making a total of 32 poles in the ground.

So we must have had at least a dozen parallel projects going on inside the new building, plus more activities going on outdoors!! Talk about productivity ....

## Vision - Four Quadrants

Meetings are continuing with government officials for Town of Rush, New York State Assembly, New York State Senate, NYS/DOT, NYS/OGS, NYS/DEC and NYS Office of Children and Family Services.

We are also talking with private and public land owners regarding easements and acreages.

We have extensively researched ISTE and TEA-21 as possible funding sources, and we are also looking at other private and public and government sources.

Maps and proposed packages are being drawn and drafted for discussion and submittal in conjunction with meetings and funding possibilities.

## Visitor Operations

Supt: Don Shilling

### Progress:

Don has completed a new display in the Depot featuring Fiddletown & Cooperopolis RR famous cartoons.

Museum tour guide training will be completed hands-on and by reference to Don's new manual of operations.

Depot south waiting room area has been emptied of all stored materials.

Agents room is being cleaned up preparatory to season opening.

Chris Hauf is making new displays in the DL&W baggage car featuring Rochester Subway Car #60, and period Class I railroad timetables.

### Plans:

- Complete all new displays and exhibits for season opening.
- Erect new signage for safety and convenience of our visitors.
- Complete training of all our new tour guides.
- Continue recruiting additional tour guides and substitutes.
- Call Don Shilling, 381-3171 if you can help out.

## See Schedule for Depot Guides on Page 2

### Your Address Label Highlighted?

If so, this is the last issue of *The Semaphore* and *NRHS Bulletin* you will receive without renewing. See Page 2.

## Track Car Operations

by Jeremy Tuke (359-8944)

Thanks to all who have come out for classroom and qualifying sessions at the Depot.

There are still a number of you who have been to class but have not qualified yet. And there are also a number of you who haven't been in touch yet.

### We Need You!

Please don't hesitate to contact Jeremy Tuke if you are interested in operating track cars – we will make arrangements to get you qualified.

Thanks go out to Bob Miner and several other "veterans" for helping out with the training, and also to Dave Soble for helping out with scheduling operators for the many weekday tours.

## Train Operations

Supt: John Redden

### Progress:

Jeremy Tuke has completed both classroom and hands-on-training sessions for track motor car operators.

John Redden has consolidated all requests for car and locomotive relocations into a starting layout plan for the season opening, and has started required switching moves.

Jeremy Tuke is working the schedule of track car operators for the season. Call him if you can help. 359-8944.

### Plans:

- Continue hands-on training of locomotive and train crews.
- Update and redistribute our RGVRM rules book as necessary.
- Offer first aid course by Dave Hulings to those who have signed up.
- Continue recruiting of track car operators and museum tour guides.

## Communications, Signals, Power and Line Crew

Supt: Neil Bellenger

### Progress:

The brakes on the auger truck have been fixed by Scott Gleason with help from George Knab and NYMT.

The bucket truck and line truck are being outfitted with tools and supplies by Scott Gleason.

We have a veritable forest of wood poles all around the NYMT area. On just ONE

(Continued on Page 4)



## Communications... *(Cont'd from Pg 3)*

Saturday, using both the auger truck AND the bucket truck, at least 8 poles were installed, so we now have a total of 32 erected.

Thanks to Scott and Matt Gleason, Neil Bellenger, Charles Harshbarger, Dick Holbert, Jim Johnson, Charlie Lowe of NYMT, and others.

Bob Miner and Charlie Lowe are hosting assembly of span wire assemblies using spare time on Sundays.

### Plans:

- Complete a dozen span wire assemblies to be ready for installation.
- Install down guys at poles per locations staked by Charlie Lowe.
- Install span wire assemblies per drawings/locations as specified.
- Install necessary hardware on poles, span wires and down guys.
- Measure out required length of overhead contact wire to be ready for installation.
- Relocate telephone wires, eliminate non-functional wires, and raise power lines over track near flagman's shanty and road crossing.
- Begin installation of overhead contact wire.
- Temporarily relocate freight train to permit overhead wire work on south leg of NYMT loop as necessary.

## Railway Express Truck

*Foremen: Dick Bean, Lynn Heintz*

### Progress:

Lynn Heintz has finish painting the wheels and Dick Bean and Rand Warner re-installed them on the truck. The truck is now ready to take down off the blocks and tow up to our Restoration Facility for further work.

Rand Warner has put together a 3-ring binder of available information for reference and we have a log notebook to record all work accomplished.

Lynn Heintz has taken the driver's seat to have it re-upholstered.

We have received support for this project from as far away as Lockport, N.Y.

### Plans:

- Move truck to Restoration Barn.
- Evaluate mechanical systems.
- Obtain set of rear axles.

## Buildings and Grounds

*Supt: Dave Luca*

### Progress:

All wooden planking for loading platform at Depot has been removed and replaced with crushed stone. Thanks to Bill Chapin, Bob Miner, Chuck Whalen, Dee Mowers, Dave Luca, Rand Warner, Rick Israelson, Jeff Carpenter, Scott Gleason, Dan Waterstraat and others.

Jan Dittmer's daffodils are up and looking pretty everywhere you look.

Dave Luca, Rand Warner, Bob Miner, Chuck Whalen, Dee Mowers, Hy Cowall and others have rebuilt Reids crossing for use of BOCES people.

Bob Miner, Rand Warner, Bill Chapin, Dee Mowers and others are cleaning up all around our public visitation areas.

Our boarding area to the east of the Depot has been enlarged using crushed stone.

### Plans:

- Grade and stone the parking lot on the west side of LA&L RR opposite the Depot.
- Clean up the parking area on the South side of Route 251 opposite the Depot.
- Mow all lawns and sweep all sidewalks and apron areas.
- Continue to expand flowers and shrubs plantings.
- Expand the escrow account for replacing the roof on the Depot.
- Restore the NYC crossing watchman's shanty per recommended plan.

## Engineering Dept.

*Supt: Jim Johnson*

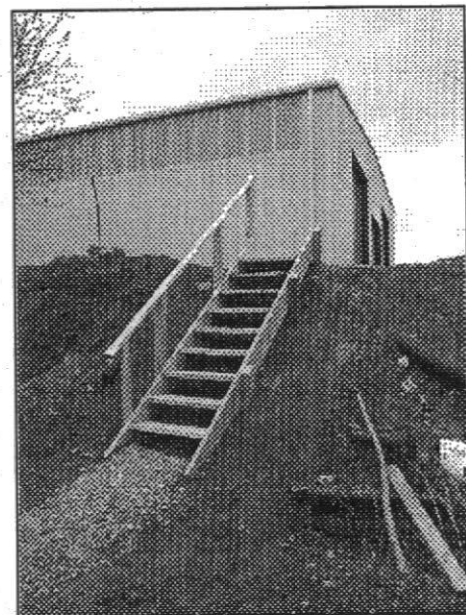
### Progress:

Drawings are distributed by Rand Warner for outdoor track & utility layouts.

An electrical contractor has reviewed the RGVRM and NYMT sites for indoor and outdoor wiring considerations and recommendations are being written up.

Current regulations on rigging equipment and practice have been compiled by Jim Johnson.

John Weber is making a blow up drawing for the new Restoration Facility interior. He is also making drawings for trolley parts applicable to RGVRM Car #206 and NYMT Car #409.



New stairway leading from main line to the Restoration Facility erected by Dan Waterstraat.  
*Chris Hauf photo*

### Plans:

- Collect everyone's inputs on track and drainage plans for new building site area.
- Review alternatives and options for above- and below-ground utility wiring for new building.
- Complete drawing for new building interior so we can collect everyone's thoughts for capabilities and utilities inside the building.
- Complete drawings for trolley car parts so we can put them out for quotes.

## Track & Right-of-way

*Acting Supt. Rand Warner*

### Progress:

The main line has been inspected and found to be in good condition. Areas needing attention are marked.

Our major resurfacing job of last September had held well through the winter, without the usual deterioration.

Reids Crossing has been rebuilt, and a new BOCES crossing has been inspected.

Sheet steel piling (9 tons) has been obtained for reinforcing our embankment near Switch #5.

The loading track at NYMT has been undercut and lowered about 1/2 a foot to take out the hump near the corner of the NYMT barn.

Rehab of Switch #6 at the top of the RGVRM hill has commenced.

*(Continued on Page 5)*

**Track ROW** (Cont'd from Pg 4)

Thanks to all our Gandy Dancers: Mark Pappalardo, Dave Luca, Dale Hartnett, Bill Chapin, John Redden, Bob Mader, George Knab, Dave Knab, Walter Morey, Jeremy Tuke and Sons, Dee Mowers and Rand Warner.

**Plans:**

- Complete installation of sheet piling to reinforce embankment at Switch #5.
- Complete rehab of loading track and switch at NYMT.
- Complete rehab of Switch #6.
- Acquire additional 80# DU rail and switch parts.

**Construction & Equipment**

Supt: Joe Scanlon

**Progress:**

Art Mummery, George Knab, Scott Gleason, Bob Mader, Dan Waterstraat, Bob Miner, Joe and the boys have the following equipment up and running for Spring projects:

Trojan & Euclid loaders, Balmar backhoe, International & Brockway dump trucks, Caterpillar grader, and D-7 bulldozer

The Link Belt Roto Hoe is getting hydraulic repairs.

The International tow truck is almost ready to use.

The Army crawler crane is getting new pendants.

**Plans:**

- Grade and stone parking lot across LA&L RR from Depot.
- Complete rearrangement of construction equipment for storage and display.
- Get all stored motors under roof cover for protection.
- Re-roof utility substation and relocate outside Restoration Facility.
- Relocate 6-wheel passenger trucks away from construction yard to free up needed space.

**Maintenance-of-way Equipment**

Dick Bean, Bob Mader, Jeremy Tuke and Dan Waterstraat

**Progress:**

TC-2 motor car and Barbara Richards trailer car are rehabbed and ready to go for the 1999 season. The trailer car has a new metal roof.

The Burro crane is almost all apart for refinishing and repainting. A diesel motor is ready to install as soon as we can locate a flywheel.

The high rail boom truck is getting attention on motor, brakes and hydraulics.

Thanks to Norm Shaddick, Jeremy Tuke, Bob Miner, Leonard Rowe, Raymond Rowe, Dick Bean, Bob Mader, Hiram Collett, Art Mummery, George Knab and others.

**Plans:**

- Thoroughly check out all track car equipment for new operating season.
- Continue rehab of Kershaw snow broom.
- Tune up Jackson yard tamper for 1999 season to use on NYMT loading track.
- Continue rehab of WAG snow plow.
- Acquire available spare parts for our Jackson yard tamper.

**Steam Program**

John Redden, Ron Amberger

**Progress:**

A single, very effective work party at Wayland has resulted in the fireless, 50-ton Heisler 0-4-0 being now ready for relocation to our RGVRM in the very near future.

A high production flue/tube cutter has been procured from Dave Conrad, and rehabbed for use on the Vulcan 0-4-0T #12 engine. It will be driven by a 1" drive air wrench.

Boiler contractors have been contacted for possible subcontract efforts.

John Redden is investigating lagging removal and contractors.

Dave Conrad has offered to walk us through the Vulcan rehab effort.

**Plans:****Heisler Fireless 0-4-0:**

- Relocate Heisler fireless on to our Museum property, for refurb and reassembly.
- Check out operation of the Heisler on compressed air, from our diesel compressor supply.
- Develop a steam charging supply for the Heisler.

**Vulcan 0-4-T #12:**

- Remove all flues/tubes from Vulcan #12. This will require removal of steam supply pipes in smokebox area.
- Remove cab and boiler jacket and lagging.
- Replace corroded crown stays.

**Future Fleet Expansion.**

Rand Warner is investigating leads for a 0-6-0 tender loco switcher in several locations.

We are also following up leads for a small road engine, such as a small 2-6-0 or 2-6-2, to be compatible with our Museum trackage.

For our lineside industrial sites, in the Northwest Quadrant of our VISION, we will want a geared steam loco, such as Shay, Climax or Heisler.

For road trips with excursions on local/regional railroads, a medium size loco, such as 4-6-0, 4-6-2, or 2-8-2, would be suitable.

**Rochester Subway Car #60**

Foremen: Dave Luca, Rand Warner

**Progress:**

Much good work has been accomplished at our Wednesday work parties to date.

Jim Moore, Bernie Cubitt and Rand Warner have removed side window grills and Jim has taken them home to strip, refinish and repair.

Dave Baer, Bob Van Valkenberge, Dave Luca and Rand Warner have removed all lower windows and slide tracks.

Dave Luca, Bernie Cubitt and Jim Moore have removed the upper side windows and hardware.

Bob Van Valkenberg, Dave Baer and Rand Warner have removed all seat cushions and demounted all underseat heaters. They are now removing seat frames and arm rests.

Dave Luca and Rand Warner have put together a restoration outline notebook and progress log book to be kept in the car.

Rand Warner is looking into rehab resources for electrical controls and traction motors.

We are developing a plan for structural steel rehab of the various members of the under car framework and bolsters.

Regular Wednesday AM & PM work parties on this car are under way.

**Plans:**

- Remove all seat frames, arm rests and supports.
- Remove all old floor covering material.
- Take up 4 hatches at each end of car over traction motors.
- Remove insulation behind metal side panels to permit access to repairs.
- Repair wooden floor as necessary.

## Rochester, Lockport & Buffalo Interurban Car #206

Foreman: Bernie Cubitt

### Progress:

We have had two work parties to date to prepare the car for relocation to our RGVRM site.

The first work party by Bernie Cubitt, Bill Chapin, Rand Warner and Lyell Caleb resulted in removing all the soffit overhang and porch roof extension all the way around the car.

The second work party by Bernie Cubitt, Dee Mowers, Rand Warner and Lyell Caleb resulted in removal of all the false roof structure and materials.

The car looks better and better as we continue to uncover it. The upper clerestory

glass is complete and intact. Most of the transom windows over the side windows are complete. The roof structure and sides are in good shape. The car ends need work but all the pattern info is available. We have one good sample of each of the two sizes of side doors.

John Weber, Bernie Cubitt and Rand Warner are working on drawings for under body parts, using the Elmira, Corning and Waverly car #107 at NYMT as a pattern.

We have located additional RL&B artifacts thanks to Bernie Cubitt, Dee Mowers and Bill Chapin.

### Plans:

- George Knab and Rand Warner are considering various options for how we will make the relocation move.
- Joe Scanlon and Rand Warner are looking at various locations to put the car at RGVRM until we get it on trucks.
- Bernie Cubitt, Rand Warner and others are following up leads on the missing parts and also for shop trucks.
- Lyell Caleb is emptying the car of stored items so we can move it.

### Future Expansion

We are pursuing leads with a number of sources for line car, electric loco, and electric baggage cars – to further illustrate the various impacts, dimensions and technologies of electric traction.

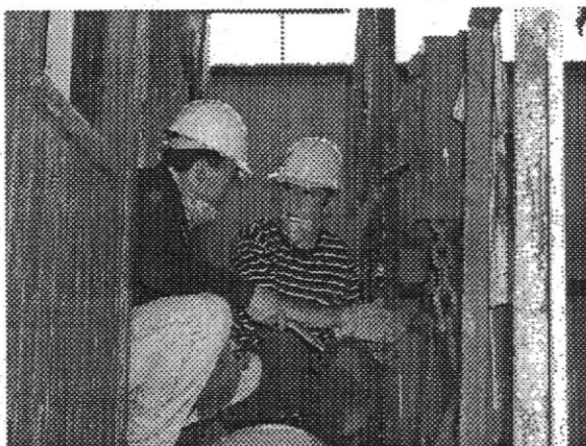
## Freight Equipment

by Chris Hauf

The work continues on the restoration of our **BR&P caboose**. Dale Hartnett has been busy stripping paint inside and out. He even enlisted the help of our Explorer Scouts and one Explorer parent to help with the restoration. They chipped in (literally) and helped in paint removal, sanding, and surface preparation. Dave Luca has been patching some of the rotten wood in the roof and in the sides and has cleaned and painted the steel side sill which will receive new wood soon. He also affixed a new curved wood roof truss constructed by Bill Limburg. Jeremy Tuke has been collecting historical information and has put together a work log to record the progress made on the car. Things are really looking up for this caboose!!! Stop by soon and take a look.

Chris Hauf has continued to work inside the **PRR N-5c cabin car**. He has removed most of the original steel floor, all of which will come out and be replaced. Thanks to Mr. Bill Lane of New Jersey, Chris now has a set of PRR interior builder's photos which have been very useful in figuring out what was original and what was not. Plus, it helps to cement many of the restoration plans. Work will continue on this caboose throughout the summer and Chris is always looking for an extra set of hands to help him out. Calling all PRR fans!!!

Thanks to Jeremy Tuke and Charlie Harshbarger, the recently reupholstered cushions for the **PC transfer caboose** were finally put into the car. Several feet of snow



Dale Hartnett, left, and one of the Scout Explorers confer about a restoration project on the BR&P caboose *Chris Hauf photo*

had held up their installation for a few weeks. The redone cushions which were paid for through an Eastman Kodak Company Dollars for Doers grant given to Chris Hauf really top off the interior restoration of the car! Plans call for this car to be finished painted this spring in time to be used for our Diesel Days celebration in July.

Thanks to Dick Bean for supplying two photos of the **Wayneport ice house**. Chris Hauf has made copies of those and will be using them as part of the display inside the MDT reefer car this year. Chris Hauf continues to search for additional photos or any interesting display material relating to ice bunker reefers, MDT, Wayneport, etc. If you have anything you would like to contribute, please let Chris know (716-381-8583).

## Library Report

by Charles Robinson

The library hours will now switch from a Sunday one day a month to a Monday night one day a month. The next library night for browsing and general use of the library will be Monday night, May 24 from 7:30 to 9:30. Thereafter the library will be open on the Monday night after the third Thursday for the remainder of the spring, summer and fall. These nights are May 24, June 21, July 19, August 23, September 20 and October 25. After October, an announcement will be made as to the continuing hours once the seasonal impact is assessed. The library is generally open every Monday night for those working on arranging and preserving our collection. However anyone wishing to visit the library on these nights, for hopefully a limited purpose, should contact the library chairman, Charles Robinson at 377-4245 to be certain that the building will be open.

The library loaning system is working and we wish to thank all those who are so conscientiously returning the books within the loan period.

We have received a donation of a larger number of NYC Headlights from Norman Shaddick and a book each from Dave Luca and Don Schilling. The chapter appreciates this generosity that leads to a better collection.

Because we have over the years have obtained duplicate copies of several locally popular books, it has been decided to sell off some of these surplus books first to members and then to the general public. The library will keep two copies of such books: one copy, red dotted, on reserve and the other for circulation. John Stewart and Steve Oagley

(Continued on Page 8)



[Editor's Note: Rand Warner has compiled listings of the vehicles in our many fleets/collections. Two of these 'fleets' were documented in the April issue. Here are the others, plus a proposed one.]

## Steam Fleet

### 1918 Vulcan 0-4-0T #12

The Vulcan saddle-tank 0-4-0 arrived at the Museum in November of 1997. Its history is outlined in the December 1997 issue of *The Semaphore*.

Since that time, the saddle tank has been removed along with many of the exterior parts for refurbishing.

This engine was active until 1991 when it lost a boiler tube. We hope to get all the tubes removed soon so we can complete interior boiler inspection.

Various contractors are being contacted for removal of the lagging and boiler work.

### 1941 Heisler Fireless 0-4-0

This locomotive presently resides in Wayland, but has been prepared for moving to our yard.

Upon arrival, tests will be made on the boiler even although it appears to be good shape.

Ron Amberger and Al Rogers are investigating options to charge the boiler from standby steam supply.

## TrackMobile Fleet

We have three TrackMobiles now located in our Restoration Facility.

Our trusty Blue 5-TM from the Army is on hot standby duty.

The second blue 5-TM from the Army is getting motor attention. John Redden, Art Mummery, Bob Mader, Rand Warner and Norm Shaddick have finally unstuck and removed the valves. We expect to be able to service the valves and reassemble the motor to get it running again.

The RG&E/KP RR 5-TM is awaiting work on repairs to or swap of the transfer case that supplies power to the railroad drive wheels.

Tires and tubes have been borrowed from the Yellow 3-TM Army unit for use on our Railway Express Agency truck which uses the same size. The transfer case from this unit will be used to fix the RG&E/KPRR if it is the same size.

We plan to put the NYMT 9-TM TrackMobile under safety inspection and maintenance at our Rochester & Genesee Valley Railroad Museum, so that all procedures and inspections can be standardized.

# The Fleets

## Diesel Loco Fleet

### #1941 RG&E 45-ton GE Center Cab

Out of service for brake work, body work, and painting. Otherwise serviceable. A new set of batteries would be great!

### #6 EKC 80-ton GE Center Cab

In regular service through out the winter, regardless. Ready to push snow on demand; to clear our lines.

### #1843 Army 120-ton Fairbanks-Morse H-12-44

In limited service through the winter. Batteries on charger. Capacity of block heater on single phase 220v limits operations to above 35° F.

### #79 Nickel Plate S-4 Yard Switcher

Drained for the winter cold weather. Was operational. Otherwise stored serviceable. Needs replacement door hardware. Batteries on charger.

### #211 LVRR Alco/EMD RS-3m

Drained for the winter. Stored serviceable for spring startup. Located at NYMT loop area at head of freight train. Batteries on charger.

### #9 EKC Alco RS-1 Road Switcher

Drained for the winter. Stored serviceable for spring startup. Water pump rebuilt and reinstalled. Batteries on charger. Needs draft gear rehab.

## Future

We are building a database of available road passenger and road freight cab units. We would much prefer an operational unit. Our diesel loco collection currently includes industrial, yard, and road switchers, but no cab units. A cab unit is the next priority – for our "road" applications.

## Looking Ahead ....

### Self-Propelled Doodle-Bug Fleet

#### Rail Diesel Car

Rand Warner, Chris Hauf, Dave Luca and others are contributing to a data base of available RDC's.

We would prefer a RDC-1, RDC-2 or RDC-9 to suit our purposes.

#### Gas and Diesel Electric Cars

Rand Warner has compiled a data base of extant Brill, EMD, and other make units.

## Caboose Fleet

### NYC Wood/Composite Caboose

Dale Hartnett is working on refurbishing and refinishing end sills and end platforms.

We still have some grab irons to install and cupola windows to replace.

### BR&P Wood/Composite Caboose

Dave Luca & Co. have the west side sheathing off and the cupola siding and roof off.

Dale Hartnett & Co. are working on cleaning up the ends and replacing necessary wood.

### PRR All Steel N5c Caboose

Chris Hauf and crew have the porthole windows out, removed the heavy wood flooring and removed the steel floor.

### P-C Transfer Caboose

Chris Hauf will be finishing the exterior in P-C green when weather breaks and we move this unit back from the NYMT loop switch area.

Interior needs to be emptied of some stored materials.

### Erie All Steel Caboose

This unit is essentially all restored, except for some minor cupola window work.

The final window work can be completed as soon as parts can be installed.

### B&O Bay Window Caboose

John and Gene Redden will be completing the exterior blue paint this Spring.

Emphasis will then shift to concentrate on the interior rehab.

## Future Expansion

We are developing a data base of other survivor cabooses of local, regional, and Class I railroads, representing various architectures.

We are looking for a passenger or combine unit of medium length and capacity, representing our area railroads.

### Brill or Edwards Car, Gas-Mechanical

Rand Warner and Don Shilling have ridden the re-manufactured Edwards double-end car in Mt. Dora, Florida, and are in contact with the manufacturer.

Rand has assembled info on other possible cars of this type that may be of interest to our activities.

## Library (Continued for Page 6)

have been working on pricing these surplus books. However, the details of selling them have not been worked out.

Jerry Gillette and Bob Miner have been diligently recording the data on the Woodbury negative collection into the computer files. Eric Drum has continued finding the missing periodicals from our collection and listing them. Jeremy Tuke and a gang of heavy lifters have delivered three fire proof safes to the NRHS archives at NYMT plus one more to the library for the purposes of protecting the most important parts of our collection. Currently the John Woodbury negative collection and the Wally Bradley photo album collection plus some of our photo collection are being stored in these safes.

An error was discovered in our listing of missing Railroad Magazines for 1954. The library has all the 1954 issues and has those for 1954 that were incorrectly listed as missing.

The library building needs some attention now the cold season is over. The library committee is now going to try to round up some help and interest in repairing the exterior of the building. The building certainly has received very timely help on maintenance problems in the past that we are indeed grateful for.

See you at the libe!!

## 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.

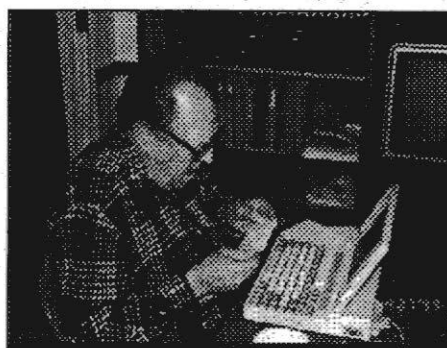
The program features railroad preservation, and railroad operations among other topics.

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.

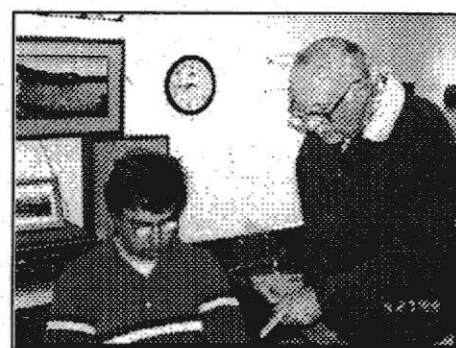
It may already be too late for the 1999 sessions but try if interested!

## 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.



Jerry Gillette prepares to enter another negative description, from the 3,000 in the Woodbury collection, into the database.



Charles Robinson (right) confers with John Stewart on selecting surplus books for sale.  
*Gale Smith photos*

## 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.

### Erie Railroad Magazine

- 1921: Feb - Dec
- 1922 - 1929: All issues
- 1930: Jan, June - Oct
- 1931: March - December
- 1932: Jan, Feb, May, Sept - Dec
- 1933: Jan, Feb, April - Dec
- 1934: Entire year
- 1935: Jan - April, June, July, Oct - Dec
- 1936: Entire year
- 1937: May - Dec
- 1938: Entire year
- 1939: Jan - Nov
- 1940: Entire year
- 1942: Jan, June, Dec
- 1942: March, June, July
- 1943: Feb - Dec
- 1944: Entire year
- 1945: Jan - July, Dec
- 1946: June, Aug, Sept
- 1947: June
- 1948: Feb, Aug, Sept
- 1950: Nov, Dec
- 1951: Feb - May, July, Sept, Nov, Dec
- 1952: Feb, May - Aug, Oct, Dec
- 1953: May, June, Aug, Sept, Dec
- 1954: Jan, March, April, June, Nov
- 1955: March - May, July, Sept, Dec
- 1956: Feb - April, Aug - Dec
- 1957: Jan, Feb, April - July, Sept - Dec
- 1958: To end of issues

## NRHS NEWS

*NRHS NEWS*, published by the National office of NRHS, was a monthly newsletter that kept this editor informed of various activities. However, the last issue received was late last year. Wonder why?

### Amtrak 'visits' Adirondacks: May 22

The Mohawk & Hudson Chapter, PO Box 2131, Albany, NY 12220-0131, is sponsoring a special Amtrak train between Albany to Thendara via Remsen on May 22. Last date to purchase tickets is May 15. Departs from Albany at 8:45 AM, returns at 6:30PM. Cost: \$55 before May 15, \$60 if postmarked after this date. [*Tower Topics*, May 1999]

### \$25,000 Grant for Remsen Depot

The Community Foundation of Herkimer and Oneida Counties, Inc. announced a grant of \$25,000 to Remsen Development Corporation. This is to "assist in underwriting the completion of construction of the Remsen train depot." The construction work has involved over 100 volunteers, and is expected to be finished soon. It is hoped that the station will be a flag stop on the Adirondack Scenic Railway. [*Tower Topics*, May 1999]

## 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.



Trip Review**Tioga Central Railroad**

by John Redden

Last summer, on August 2, my wife Elaine and I traveled to northern Pennsylvania for a ride on the Tioga Central Railroad. Tioga Central passenger excursions operate on the Wellsboro and Corning Railroad, a freight railroad that is located on a portion of the former Pennsylvania Division of the New York Central, south of Corning.

We arrived just in time for the 11:00 departure from their boarding area at Wellsboro. This is located in an open area just north of the village. The ticket office was in an open-platform heavyweight observation car. We were greeted by friendly and helpful ticket agents, and by Dr. Jerry Bertoldo, the donor of a steam locomotive to our museum. Jerry and his nephew Frank were the engine crew for that day.

Jerry and the rest of the crew gave us a nice tour of the entire train which included an open-air car, several coaches, a dining car, and a baggage car equipped with a head-end power unit. The engines were set up in "pull-pull" configuration. On the North end was an Alco S-2 and on the South end, an RS-1. All of the equipment was painted in Tioga Central colors, which are an attractive adaptation of the Lehigh Valley Cornell red paint scheme. The passenger equipment was apparently well maintained. In fact, they were in the process of painting a couple of the cars that day. Tioga Central is all Alco-powered, with an RS3u, several RS1s and an S-2 yard switcher.

The excursion consisted of a round trip to the Hammond Lake, about 12 miles from the departure area. This is a man made lake that was constructed in the 1970s. The tracks near the lake had been re-located to accommodate the reservoir when its dam was built. Since it is a comparatively new right-of-way, there is relatively little vegetation parallel to the tracks. Consequently, much of the line affords an open view from the train, as well as views of the train from adjoining roads. This is a pleasant contrast with many "scenic" railroads that consist largely of a tunnel through the trees. There is some beautiful scenery along the line, along with several small industries. The northbound leg of the trip paused alongside the lake. There was about a ten-minute wait while the engine crew transferred to the South end of the train. The southbound trip used the RS-1 for power, with the S-2 trailing. The train

ran without incident, and the passengers seemed to enjoy the ride. Certainly, Elaine and I did.

After the trip, Elaine and I went into the village of Wellsboro to look around. It's a traditional small town that has a rather prosperous appearance. There are many small shops on the main street that give a nostalgic feel of the time before the malls and plazas opened. Even on that Sunday afternoon, there were quite a few people on the sidewalks and in the shops.

The Tioga Central operates Saturdays and Sundays starting on Mother's Day Weekend in May and runs through the end of October. They also provide a dinner train service on Saturday evenings and theater trains on selected Friday evenings. Their phone number is (570) 724-0990, and can be reached on the Internet at [www.tiogacentral.com](http://www.tiogacentral.com).

Wellsboro is an easy three-hour drive from the Rochester area. If one hurries, the trip can be made in two and half-hours. Both the railroad and the town of Wellsboro are certainly worth the trip, in my opinion.

*[Editor: Being studied is a possible trip later this year to ride this railroad.]*

Video Review:**Colorado Narrow Gauge Passenger Chase**

A Video tape from Green Frog Productions

Reviewed by Bill Heron

This is a tape which anyone interested in the Rio Grande's Colorado narrow gauge operation probably would want to own. The images seen here were shot by Emery Gulash in 1965 using 16mm Bolex cameras. The occasion was the last passenger run over the complete narrow gauge line from Alamosa to Silverton, a charter trip arranged by the Rocky Mountain Railroad Club.

Fortunately the weather was good during the time these images were recorded. Thus picture quality throughout is reasonably good, but not of course on a par with what today's video cameras can produce. The subject matter itself more than makes up for image sharpness which understandably is "old tech".

The trip starts in Alamosa and we see locomotive 483 a class K-36 machine built by Baldwin in 1925 pull its thirteen car string of varnish across the flat country to Antonito. This stretch of the line was dual gauge. No standard gauge action is, however, included in this tape.

At Antonito the trip contains toward Chama. This stretch, of course, has been preserved in the form of today's Cumbres and Toltec RR. Flat land soon is left behind and is replaced by rugged country which dictates lots of curves and some stiff grades. Those who have enjoyed a trip on the Cumbres and Toltec will no doubt be pleased to see how familiar spots such as the Los Pinos tank, Cumbres summit, Windy Point, Cresco and the Lobato trestle looked in 1965.

The next stretch of the run was very interesting to me. It shows the now abandoned route from Chama to Durango. This is a very attractive line and often follow the San Juan river. Wouldn't it be great if a millionaire bought this line and restored it so that there were three great narrow gauge lines in Colorado rather than two?

Although the passenger special supposedly continued to Silverton after an overnight stop in Durango, none of this portion of the trip is shown in this tape. Instead the tape picks up two days after the special arrived in Durango and shows the special's return to Alamosa. Once again the scenic possibilities from Durango to Chama are impressive. At Chama a helper is put in front of the 483. This is a class K-37 locomotive, #498. As usual the climb up the grade from Chama to Cumbres is impressive. At that point, 498 cuts off and drifts ahead of 483 and its train all the way back to Alamosa.

The tape concludes with footage of K-28 locomotive #473 operating a dead head run to return the special's cars to Durango. If you like Colorado narrow gauge, please don't miss this tape.

Book Review:**Historic Cars: The National Collection at the Seashore Trolley Museum**

by Ben Minnick

Reviewed by Bill Heron

The size and scope of the collection of trolley cars at the Seashore Trolley Museum probably is not news to anyone interested in steel wheels on steel rails. Without doubt, Seashore's coverage of American trolley cars is unmatched anywhere else. Thus, a book devoted to Seashore's collection automatically becomes a chronicle of the trolley as it existed and served from its beginning through the demise of traditional, pre-"light rail", operation.

(Continued on Page 10)

## Historic Cars (Continued from Page 9)

*Historic Cars* is a fascinating book. It is well written, interesting to read and generously illustrated. Most of the cars in the Seashore collection are pictured. In a large majority of cases these photographs are not static shots taken at the museum but rather action shots of the cars in operation, as they were and where they were. Of necessity the illustrations are black-and-white. Their archival value and true-to-life realism, however, more than make up for the fact that color photography generally was not an option when most of these photos were taken.

The book begins with a brief introduction which outlines the history of urban rail transit in the US. Some interesting and dramatic facts are presented. For example, did you know that in 1921 US urban and interurban lines had total trackage amounting to 47,000 miles? About 83,000 passenger carrying cars kept those rails shiny in the process of transporting 15 billion riders.

The introduction is followed by a brief look at horse cars and cable cars. Examples of both types are included in the Seashore collection. Then we come to the main show - electric cars of all sizes, types and descriptions. A photograph of New York State Railways Rochester Lines Peter Witt car #1237 at Main and Clinton is shown. Seashore owns car # 1213, a sister to #1237 among a group of fifty. It is the only surviving original design Peter Witt car.

Another illustration of local interest is that of car #113 of the Rochester & Sodus Bay Railway. This is the oldest interurban car known to exist. It was built in 1900 by Jackson and Sharp and is presently awaiting its turn to be restored as is car #1213.

*Historic Cars*, in my opinion would be a very important addition to any trolley fan's library. I bought mine at the museum, from where I assume it could be ordered; Box A, Kennebunkport, Maine 04046.

### Book Review:

## Trolley Car Treasury

by Frank Rowsome

Reviewed by Bill Heron

The burgeoning interest in trolley cars both at the Rochester Chapter as well as at the NYMT has stimulated me to look into publications that provide overviews of the history of the trolley car in America as well as reference sources when questions about this or that having to do with trolley cars

come up. A very interesting and useful book, *Trolley Car Treasury*, came my way recently at a used book store. My edition was published in 1956. According to Barnes & Noble, in spite of its merits, this book is no longer available. Therefore, if you are interested in trolley cars and a good book that covers them well, it will be worth your while to look for this book whenever you visit a seller of used books. It truly is a "treasury".

*Trolley Car Treasury* begins with early efforts to utilize the efficiency of steel wheels on steel rails in providing urban transportation for the common man, and woman. Here we learn a lot about horse cars, their limited success, (they were better than nothing), and their shortcomings. Disposing of mountains of manure was far from the least of the problems involved with using horse power to provide transportation within a city.

The cable car also was tried. It worked, but not very well. It was slow, quite subject to mechanical problems and tended to be an all or nothing proposition since isolating a breakdown from the rest of the system was inherently difficult to do. An interesting note reported about cable systems is that Chicago at one time had the world's biggest and fanciest.

Other propulsion systems also are covered, none worked very well in city transit use. These included steam, compressed air, batteries, and internal combustion. For very good reasons, then, the populace was waiting anxiously for the day when electricity would be harnessed for public transit use. *Trolley Car Treasury* covers the various inventors, including Thomas Edison, who tried to fill the bill, culminating with Frank Sprague's development of the first practical electrically driven car.

Sprague's success in 1888 opened the flood gates and the rapid spread of trolley lines and the amazing variety of car types is well documented. There also is an entire chapter on interurban lines and cars. Finally there comes coverage of the demise of the trolley.

This truly is a fine book, well written, interesting and full of pertinent illustrations. The only thing I'd wish for is an index so that if I wanted to find reference to Peter Witt cars, for example, I could look it up in the index and be guided to the correct pages. If you're lucky enough to find a copy of *Trolley Car Treasury*, I doubt you'll be disappointed if you add it to your library.

### Book Review:

## Trolley Cars

by Frank Sullivan and Fred Winkowski

Reviewed by Bill Heron

*Trolley Cars* takes a different approach from the other two books about trolley cars which have reviewed recently. Rather than black-and-white photographs of cars taken when they were in use, this book features color photographs of about fifty restored cars on location at various trolley museums in the US, Canada and Europe. Both approaches have their merits.

The quality of the photography and reproduction in this book is first class throughout. One advantage of photographing restored cars in color is that the reader gets to see the grand variety of splendid liveries various trolley car operators employed.

*Trolley Cars* covers standard cars, interurban cars, double deckers, lightweight cars, work and freight equipment and special use cars such as parlor cars, funeral cars and postal cars. After a brief review of the days of horse cars and cable cars, the book proceeds along a generally chronological course beginning with early electric cars, converted horse cars, open cars and convertible cars.

Next comes the "golden age" of the trolley. Various standard urban cars are shown. For fanciers of the Peter Witt type, there is a Baltimore model as well as a Toronto version. Usually the write-up for each car includes the name of the particular museum where it is located.

Then we are treated to interurbans, e.g. a Chicago, Aurora & Eastern wooden body car built by Kuhlman in 1909. Birney cars and other lightweights come next. I enjoyed seeing Johnstown (PA) Traction lightweight, built by St. Louis Car in 1926, looking quite handsome in an attractive vintage orange and cream livery. There also is a York (PA) Railway Birney type built by J. G. Brill in 1924. The authors tell us that Brill built only five cars of this type, which featured curved sides. Apparently Cincinnati Car got wind of this and threatened a patent suit, ending production of this model.

Also to be seen are the "Dreamliners", Pre-PCC cars, a Brill Bullet, PCC cars and one of the two Electroliners ever built. Unfortunately the Electroliner pictured is not the beautifully restored train set at the Illinois Railroad Museum, but its rather shabby looking sister stored at the Rockhill Trolley Museum next door to the East Broad Top RR in Orbisonia, PA.

(Continued on Page 11)

## Trolley Cars (Cont'd from Page 10)

The authors photographed cars at six museums in Europe, as well as five museums in the US and one in Canada. For the latter, the list seems somewhat strange list, to me anyway: Shore Line, East Haven, CT, Rockhill, Orbisonia, PA, National Capital, Silver Springs, MD, Baltimore in Baltimore and the Orange Empire museum in Perris, CA, plus the Halton County Radial Railway Museum at Rockwood, Ont., (near Toronto).

How did they manage to avoid the rich trove at Seashore or the Warehouse Point,

CT museum or the Pennsylvania Trolley Museum in Washington, PA? One example of what they missed is beautifully restored car #832, the "street car named 'Desire'", which earns its living at the last named museum. Finally, the varied and significant collection at the Illinois Railroad Museum is not covered.

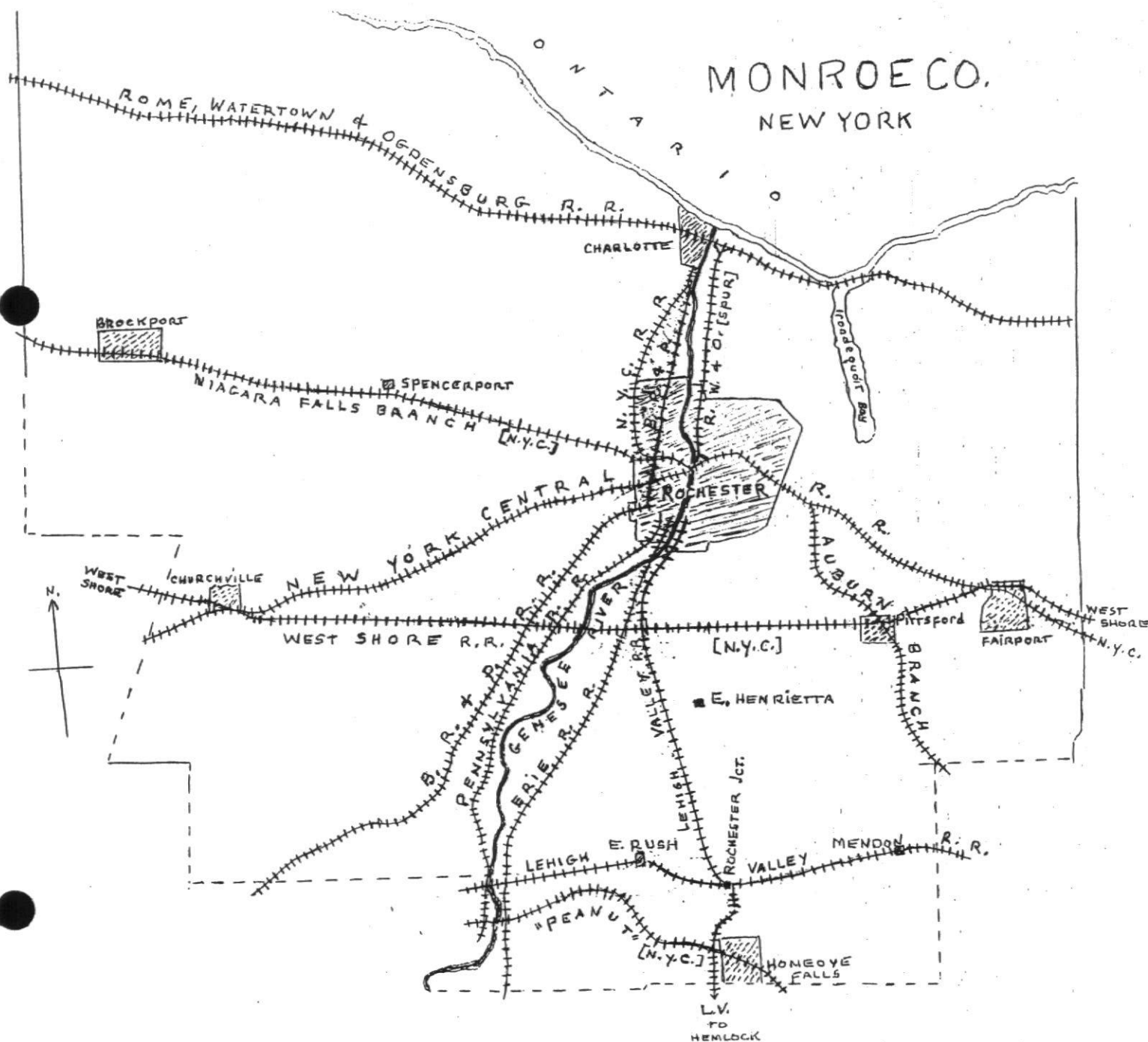
But I'll admit that one seldom gets everything one wants. Let's be glad for what *Trolley Cars* does give us and then keep watching for more good things in other sources.

## Map of Monroe County Railroad Lines

by Mary Hamilton-Dann

Many moons ago (years?), Mary submitted the map below showing the railroad lines in Monroe County. You may remember she furnished *The Semaphore* a map of the Lehigh Valley yard complex in downtown Rochester awhile back (January, 1996).

Thanks, Mary. It took a while until our 'facilities' could do justice to your work.





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Chapter Meeting & Program:

**1998: A Review;**

**1999: Current & Future**

by Chris Hauf

**May 20, 1999**

**40 & 8 Club**

933 University Ave.

**NOTICE: If your name is 'highlighted', this is the last *The Semaphore* you will receive unless you renew. See Page 2**

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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!

