

The Semaphore

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

June 1999
Volume 41, No. 10



Sam Grover is 97!!

Happy Birthday to the Chapter's most senior member, and past President, Samuel Grover, who turned 97 years old on May 21st.

The picture shows Sam officiating at the handoff of former Rochester City & Brighton RR horse car from its former resting place at Edgerton Park, and now on its way to the first rail museum in New York State - Rail City at Sandy Pond, north of Syracuse, on NYS Route 3.

The picture was taken April 25, 1956; when Sam was President of Rochester Chapter. 1956 was a very busy year for Sam, what with shipping Rochester Subway Car #60 to Rail City, after its donation to the Chapter by Rochester Transit Corp.

Our very best wishes to Sam and his lovely wife, Anna, who have been active members and Chapter supporters for so many years.

Sam's Adventures on the Rochester Lockport and Buffalo

Sam Grover became paymaster on the RL&B interurban line at age 21 -quite an accomplishment and quite a responsibility.

There is a very high probability that Sam rode RL&B Car #206, that we are now preparing for return to Rochester to our RGVRM, while assistant to the cashier and later as paymaster.

So not only do we have a former RL&B station, and a former RL&B interurban, but we also have a former RL&B employee who is still an active member in the Chapter!

The following RL&B story is from Sam's recollections as written down back in the 1970's.

Meeting at Depot June 17:

It's Summertime at the Depot!

Starting June 17 and for the months of July and August, our membership meetings will be held at the RGVRM Depot on Route 251 at Industry. The meeting itself, is promised to be *very short*; the program is reviewing, exploring and above all - *RIDING* - various transportation pieces in the Chapter's collection. It may be track cars, diesel locomotives, cabooses, coaches — and maybe even a trolley. Who knows?

Our motive power gang and associates will be working hard so that the rest of us can savor some "railroading".

The time? Just about anytime after 6 PM and until the last person leaving locks the doors!

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.

Reminiscences of RL&B RR: 1922

by Samuel Grover

"Romance of the Rails" begins with "wheels" behind the wheels, without which there could be no motion of wheels on the rails.

Beginning of day: Conductors trip reports including cash, tickets, and transfers were checked against the Ohmer register tape. Each conductor had his key which identified him on the tape. First a line was drawn at each key change and cash and tickets compared with figures shown.

Commutation tickets checked in a long vertical hinged record - a card in each flap represented one book. If more than one ticket was checked off on the same trip, the conductor was charged for the extra fare.

(Continued on Page 6)

Depot Guides for June

Sunday, June 6:

Dale Hartnett, 243-0139
Rick Israelson, 392-2667

Sunday, June 13:

George Bauerschmidt, 872-5053
Don Shilling, 381-3171

Sunday, June 20:

Lynn Heintz, 768-6984
Al O'Brien, 872-1049

Sunday, June 27:

Jack Trip, 381-7757
Carlos Mercado, 241-3493

Depot Guides for July

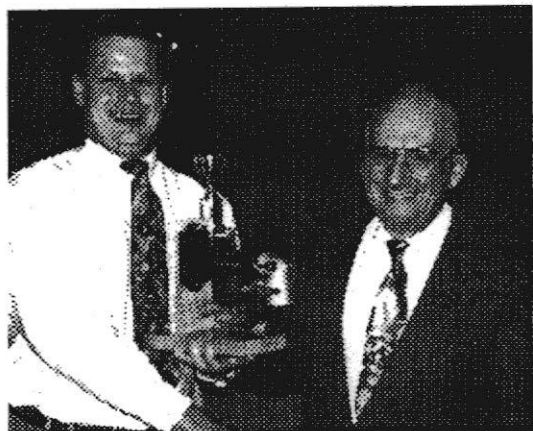
Sunday, July 4:

Don Shilling, 381-3171

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



Mike Del Vecchio speaks with diners at one table before the start of his program on the Lackawanna Railroad.



Election Results

The new Trustees are Dale Hartnett and John Stewart, who will serve a three-year terms. They replace John Redden and Rand Warner, both of whom wished to enjoy a well earned vacation from the Board for a few years, at least.

Banquet Synopsis

Mike Del Vecchio, former Associate Editor of *Railfan and Railroad Magazine*, was our Banquet speaker. His topic was a slide presentation of the Lackawanna Railroad.

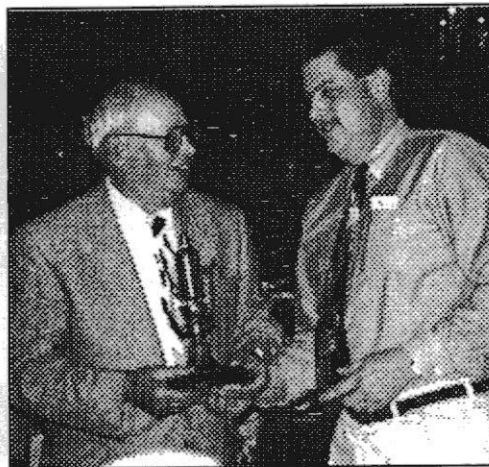
Seventy-nine members and guests attended the festivities at Zamiara' Party House. Again, the food was excellent and plentiful.

The collectible coffee mug this year depicted Rochester Subway Car #60. Our thanks to Jim Dierks for another of his excellent drawings which are used in this series. This mug, plus others in the series, can be purchased at the NYMT's Gift Shop.

Bernie Cubitt received the Fairmont Award in recognition of past and current rehabilitation projects, such as windows and other work on the Stillwell coach, finding, procuring and painting the RL&B waiting station; finding and preparing the RL&B #206 car, among his efforts. The Fairmont Award is a mounted carburetor from a Fairmont speeder, and is awarded annually.

Dick Bean was the recipient of the Lunkenheimer Trophy, a mounted steam whistle. Originally, this award was to be awarded each quarter by current holder. It will now be awarded by a committee.

Chris Hauf outlined the accomplishments of the Chapter over the past year by way of slides. Very impressive for which our members can be proud of.



Leonard E. Roe

Leonard passed on from our presence on May 29. He was 82 years of age. Leonard was a Veteran of WWII, and was a Chapter member for about five years.

Leonard was one half of the "Roe Brothers" team at the Museum; the other half was Raymond. Together, they refurbished and updated Track Car #3 to the extent it was referred to as the "RoeMobile".

We extend our condolences to his wife, Olga, brother, Raymond, and his other relatives and friends.

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.

Membership Report

Chris Hauf, our Membership Chairman, is looking for his replacement. Chris has updated the membership records on MS Excel, so the person assuming this position should have a PC and Windows.

During his tenure, Chris has enrolled many new members and spread "the word" about our Chapter at various area functions. However, his duties as President, with committee meetings and to work on various projects, leaves little time to adequately support this function. Call Chris at: 381-8583.

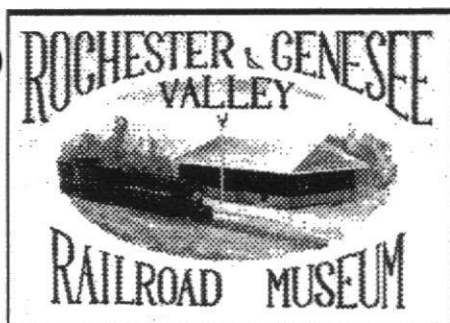
Tioga Central Trip: July 31

Have you read the review on the Tioga Central RR in the May issue? Like to take the trip? You can as the Trip Committee is arranging such a trip for Saturday, July 31

See and act on the enclosed flyer!

Far left: Chris Hauf presents the Fairmont Award to Bernie Cubitt.

Near left: Dick Bean receives the Lunkenheimer Trophy from Jeremy Tuke, presenter.



Rand Warner, Manager, 425-8587

General

Thanks to all our many leaders and volunteers who got us open again for the 1999 season, on time and in good shape.

As always it takes extra time and extra dedication but you always come through to make it happen right!

Outreach

Rand Warner presented a program to the Fairport Congregational Church Men's Club on April 21.

Dale Hartnett's Young Explorer Group is helping on restoration of BR&P caboose and will assist in rehab of RG&E loco #1941.

Bob Vanvalkenburg, Dave Baer, and Hiram Collet are working with us on Wednesday afternoons. They come from Pittsford Community Church. To date they are assisting restoration of Subway Car #60, Burro Crane, and Railway Express Truck.

Cliff Rogers, from Asbury Methodist Church, will be working with us in the future.

Vision

Facilitator - Rand Warner

Progress: We are continuing our home-work on land arrangements, boundaries, funding, and other aspects of the Northwest, Southeast, and Southwest quadrants program for our VISION. The Northeast quadrant is in place.

Plans: Effective immediately, the following Quadrant Managers are appointed.

Northeast Quadrant: Dave Luca

Northwest Quadrant: Joe Scanlon

Southeast Quadrant: John Redden

These Quadrant Managers will be responsible for all activities and development in their respective quadrant areas. They will make use of our currently existing organizational structure of 12 functional areas.

Further announcements will follow as appropriate.

Safety

John Redden, Coordinator

Progress: Don Shilling is training his tour guides to be sensitive to unsafe conditions.

Jeremy Tuke has provided safety hitch pins for track cars and maintenance-of-way equipment and provided safety training for operators.

John Redden has provided a safety course in train operations and air brakes.

Steve Huse has equipped our cabooses, locos, and buildings with fresh fire extinguishers.

Dave Hulings is offering a safety first aid course and about a dozen of our people are signed up.

Mike Byrne, Bob Miner, Charles Harshbarger and Rand Warner have provided first aid kits for our various locations.

Defective steps have been removed from the northwest corner of the MU car.

Plans: Update our excursion train set with fire extinguishers and first aid kits.

Present first aid training class by Dave Hulings.

Inspect all couplings on cars and all steps on cars.

Support "Operation Lifesaver" activities on OMID RR for school children's safety program.

Buildings and Grounds

Supt: Dave Luca

Progress: Grounds around the Depot are all cleaned up from winter's aftermath.

Grass is mowed and sidewalk and roadway areas are trimmed.

Flowers are beautiful and shrubbery is coming.

We are looking into the acquisition of an Rochester & Eastern interurban waiting room station.

Rochester, Lockport & Buffalo waiting room station is fully functional.

Thanks to Dave Luca, Bernie Cubitt, Jan Dittmer, Dee Mowers, Rand Warner, Bill Chapin, Jeff Carpenter, and others.

Plans: Grade and stone parking lot on west side of LA&L RR opposite Depot.

Put in hard path, for walkers and wheel chairs, around outside stairs on east side of Depot.

Continue improvement of loading and boarding facilities - for display cars, track car rides, and train rides.

Resume restoration of NYC RR crossing flagman's shanty.

Track Cars

Supts: Jeremy Tuke & Dan Waterstraat

All track motor cars and all trailer cars are in service for hauling passengers and for M.O.W. support.

Our prime set of cars for passengers are repainted for the season opening.

Wheels and brakes have been checked and adjusted.

Hitches have been inspected, along with drawbars.

Thanks to Norm Shaddick, Bob Miner, Jeremy Tuke, Dan Waterstraat and others.

Train Operations

Supt. John Redden

Progress: All motive power and rolling stock has been moved into planned 1999 season display locations. Thanks to train crew of Redden, Miner, Shaddick, Luca, and others.

Plans: Plan program of special ride features for June, July and August membership meetings at the Museum.

Motive Power

Supt: John Redden

Spring is here and it's time to start up our locos hibernating from winter.

Jim Johnson, Charles Harshbarger, and Dick Holbert are changing out batteries on LV 211, with help from Mob Mader and Dan Waterstraat.

Coolant is to be reinstalled in NKP #79 by John Redden, using coolant stored over the winter in tanks.

EKC #9, LV #211, and NKP #79 will require prelube before startup.

EKC #6 and Army #1843 are in service as needed.

Tubes are being removed from Vulcan #12, using new tooling, by John Redden, Ron Amberger and Kevin Klees. Ashpan and grates have been dropped by Ron Amberger and Rand Warner.

Quotes have been received for moving the Heisler fireless 0-4-0T from Gunlock Co. at Wayland. It has been prepped for the move by last month's work party and may be on our property by the time you read this.

Information on several other types of motive power are being investigated as they are reported in or discovered.

Formal rehab of the RG&E loco is started. Tasks have been identified and farmed out to responsible individuals. This project will probably take the RG&E loco out of service for the rest of this year.

(Continued on Page 4)

Motive Power *(Continued from Page 3)*

Norm Shaddick, John Redden and others have returned one of our blue Army Track-Mobiles back to service, after attention to brakes, rear seals, etc.

Engineering

Supt: Jim Johnson

John Weber has completed a large roll drawing for the interior of the Restoration Facility. Prints from this drawing will be marked up to reflect everyone's input to the Building Committee for considerations and requirements on the building interior.

Rand Warner has marked up a print of the grounds outside the building to reflect everyone's inputs on track, drainages, utilities, roadways, walkways, etc.

A series of Tuesday night discussions will focus on the above two drawings, and others as needed, to capture all information and decisions.

Drawings, maps and books are being catalogued in our Engineering file system by Jim Johnson.

Electrical Dept./CSP&L

Supt. Neil Bellenger

Anchor plates are being fabricated for the down guys for the wood poles on the trolley line by Neil Bellenger and Scott Gleason.

Metal arc lights are being hung in the Restoration Facility by Neil Bellenger, using our new bucket truck.

Wiring for the utility trailer is being installed by Jim Johnson and Charlie Harshbarger.

Electrical review notes have been printed up by Rand Warner for distribution - as an aid to our NYMT and RGVRM building discussions and plans.

Visitor Operations

Supt. Don Shilling

RGVRM loading area has been extended and gravelled.

Boarding steps for display cars are re-painted and in place.

New RR cartoon display is in place at the Depot south waiting room.

Timetable display is being finished for DL&W baggage car.

A schedule of Depot hosts and tour guides has been prepared by Don Shilling.

Jim Dierks, NYMT handles all tour bookings.

Thanks to Chris Hauf, Don Shilling, Jim Dierks, Rand Warner, Scott Gleason, Dan Waterstraat, Gale Smith, and others.

Electrification

Facilitator: Rand Warner

Progress: Guy wire anchors are being assembled by Scott Gleason and Neil Bellenger.

Span wire assemblies are in work by Bob Miner and Charlie Lowe.

Rail bonds and bonding equipment are ready for Neil Bellenger.

Former P&W Trolley #161 is getting roof attention at NYMT from Jim Dierks and Rick Holahan.

Charles Robinson and Bill Heron have had recent motorman training at Seashore and Pennsylvania Trolley Museums, and are working on a home town course for RGVRM and NYMT volunteers.

Bob Miner and Rand Warner will be attending Spring Startup training at Western Railway Museum, Rio Vista, California with Dave Johnston, in June.

RL&B interurban #206 is being readied for relocation by Monday work parties under direction of Bernie Cubitt, assisted by Rand Warner, Dee Mowers, Chuck Whalen, Bill Chapin, Dan Cosgrove, Jerry Leidertheil and Lyell Caleb, former owner of the car.

George Knab has been out to look at the moving arrangements.

Plans: Install guy wires and anchors.

Install span wires and ears.

Install bond wires at rail joints.

Start stringing contact wire and pull offs for curves.

Relocate RL&B #206 to RGVRM.

Acquire shop trucks for Trolley #206.

Passenger Equipment

Supt: Bob Miner

Gale Smith has the *Pine Falls* all "ship-shape" for the visitor season. The new Art Deco table lamps look great. Chris Hauf has repainted the running gear black.

Chuck Whalen is working on the ceiling rehab for the Erie Stillwell coach. Bernie Cubitt is installing the last batch of galvanized window sills fabricated by Dave Behnke.

Chris Hauf is finishing up a new time-tables display for the DL&W baggage car for our visitor season.

The north end vestibule of the MU power car has been partially closed in by John Redden and Rand Warner. Steps at north-west corner have been removed for replication.

Dave Luca has been on an inspection trip to New England to look at possible passenger car acquisitions.

Track & Right-of-way

Acting Supt: Rand Warner

Progress: Lowering of the loading track at NYMT has been completed.

Ties and timbers at NYMT and along right-off-way have been picked up using track cars and high rail crane.

Rehab work at Switch #6 has been started to pull out timbers.

Switch throw clearances at Switch #4 at Depot have been relieved.

Ties are being replaced and repaired in passenger loading track at NYMT.

Thanks to Don Shilling, Jeremy Tuke, Bob Miner, Norm Shaddick, John Redden, Mark Pappalardo, Dave Luca, Rand Warner, Chuck Whalen, Rick Israelson, Dale Hartnett, Bob Mader and others.

Plans: Complete tie rehab and ballasting at NYMT loading track.

Complete steel piling job on embankment at Switch #5.

Rehab/replace switch timbers and ballasting at NYMT switch for loading track.

Complete rehab of Switch #6 at top of hill.

Develop plans for additional trackage at Restoration Facility.

Relocate former Switch #7 and Siding #7 which is now out of service.

Dismantle and pick-up donated track from several local area sidings.

Maintenance-of-way

Supts: Dick Bean & Bob Mader

Dick Bean and Hy Collett have all the sheet metal and body parts painted for the Burro crane. Art Mummery needs a flywheel for the Detroit diesel 4-53 to be retrofitted. Then we'll have a very good crane on rail.

Bob Miner has picked up our tie extractor with the high rail boom truck. The tie extractor will go to the Restoration Facility for mechanical and hydraulic rehab by John Redden, Norm Shaddick and others.

Bob Miner has done ignition work on the hi-rail boom truck to make it run more smoothly.

We plan to rehab the parking brake system on the Fairmont track crane.

Norm Shaddick has made up a schedule of recommended maintenance and service for our track car fleet.

Heisler Fireless Arrives!

The Heisler fireless 0-4-0 locomotive arrived on June 3 at the Depot yard. "We're getting good at hauling heavy items" was the general consensus.

Freight Equipment

Supt: Chris Hauf

Progress: PRR N5c Caboose: Steel floor removed by Chris Hauf and crew.

BR&P Caboose: Cupola roof removed and west side sheathing removed by Dave Luca and crew.

NYC Caboose: End sills and corner posts scraped and prepped for painting by Dale Hartnett and crew.

MDT Steel Reefer: Arrangements for move made by Chris Hauf. Site support provided by Dave Luca. Car is scheduled to arrive at RGVRM in early May.

Plans: Refloor the Pennsy N5c caboose.

Resheath BR&P caboose.

Repaint the NYC caboose.

Complete exterior paint on P-C transfer caboose.

Start interior rehab on B&O bay window caboose.

Acquire roller bearing flat car.

Relocate MDT steel reefer to RGVRM.

Construction and Equipment

by Joe Scanlon

Winter weather in upstate New York took on a different look this past winter, because with our new Restoration Facility occupied, equipment repairs just kept right on going ... and going!

Dick Bean and company have the Burro crane right down to the house floor and it's starting to go back together again. A replacement Detroit Diesel engine sits at the ready awaiting a flywheel conversion and in no time the crane will be repowered.

Bob Mader, Bob Miner and others have the water pump replaced in the International-Harvester 190 tow truck, which has been put back into service.

George Knab, Art Mummery, Scott Gleason, Dan Waterstraat, Charles Harshbarger, Jim Johnson and others have spent many hours building a portable 175 KW powerhouse in a former 24-foot truck body.

Our recently acquired CAT DW-15 scaper awaits full inspection so that we can start moving dirt with it this summer.

Our ex-Army CAT D7 bulldozer waits patiently while we search literally world wide for a replacement engine via the internet.

Joe Scanlon's Huber-Warco road grader has had major surgery in the form of a clutch replacement thanks to Art Mummery and is ready for action.

Our recently acquired five-ton Army cargo truck is being transformed into a dearly needed ten-wheel dump truck thanks to some very creative work by George Knab and company.

Bob Mader has installed a new clutch in the Balmar tractor backhoe and has already had it out pioneering a new road East of Track 5.

Our Manitou Construction Mack DM 600 is getting a new brake valve and a flat bed body and should be operational shortly.

Plans are being made to locate a tilt bed body for our Ford Louisville cab and chassis. And as usual, some interesting acquisitions are being pursued which will no doubt make for headline news in the futures - stay tuned.

engine, which was increased in 1956 to 200 horsepower. It will carry up to 18 cubic yards of earth. This particular scraper model has a four wheel tractor, which wasn't as popular as the two wheel tractor models. The two wheelers are more agile, being able to turn around on a much shorter turning radius, but the four wheelers are better for longer hauls, being able to get up to speeds of 26 mph fully loaded.

Our scraper hasn't been used in a number of years, so we'll have to go through it from front bumper to push block before we put it to work. But sooner or later you'll hear the roar of its diesel engine and see a plume of smoke up on the hill - and a lot of dirt being moved!



Joe Scanlon photo

Caterpillar DW-15 Earth-mover

by Joe Scanlon

We have long been looking for an antique pan scraper for our earthmoving fleet, because we still have a lot of dirt to move up on the hill North of the Restoration Facility and a pan scraper earthmover would help get the job done quickly.

We have looked at this CAT DW-15 scraper in the past at Vitale Brothers Construction Company in Piffard, NY. (Vitale Brothers were kind enough to donate the Burro crane to us a couple of years ago) - but they wanted to sell the scraper for a price that put it out of our reach. But persistence once again paid off, and they had a change of heart and decided to sell it to the Chapter at a price we could afford - even though they had another offer pending at twice our bid!

The DW-15 is a fairly rare model, having been built only from 1952 to 1959. Ours is a 1958 model, being one of 845 built. Originally the DW-15 had a 150 horsepower

Thanks to ...

Mendon Enterprises for loan of flatbed trailer.

George Knab Leasing for use of over the road tractor.

Vitale Brothers Construction for donation of track tools, large winch, 36" calipers, starters, generators, carburetors, water pump, rigging materials, logging tools, dragline bucket, magneto, crane claw.

Charles Harshbarger for more cabinets and side-by-side refrigerator. *He could use some more donations towards the frig!*

Rand Warner for hand tools.

Bernie Cubitt and Jeremy Tuke for info on track materials.

George Knab for locating supply of sheet piling.

Dave Conrad for offer to talk us through the Vulcan #12 steam loco rehab.

Bill Chapin for donation of 2500 watt gas powered generator and to Dick Bean for fixing and delivering it for use.

(Continued on Page 6)

Thanks... (Cont'd from page 5)

Dave Behnke for many years of faithful sheet metal fabrication for our many restoration projects.

Norm Shaddick for Babcock & Wilcox steam practice handbook.

John Redden for track engineering text.

Lyell Caleb for more info, contacts, and parts for RL&B interurban #206.

Jim Dierks for excellent artwork, again, for mugs for our Annual Banquet, featuring Rochester Subway Car #60.

George Knab, Rand Warner and others for rigging materials.

Wanted

For restoration of Wooden cars:

Table saw, band saw, planer, joiner.

For restoration of steel cars:

Plasma cutter, MIG welder, sheet metal shear, sheet metal brake.

For RL&B interurban trolley #206:

Trucks, poles, retrievers, seats, baggage racks, markers, couplers

For trackwork:

Ties, switch timbers, 80# Dudley rail and switches.

For Burro Model 30 Crane:

Flywheel for 4-53 Detroit diesel, and Manuals for crane

For landscape work, etc.:

Skid steer loader - Bobcat or equivalent.

Also

- Pallet truck
- Pallet puller
- Brill 21-E truck for single truck trolley.
- Brill MCB trucks set for double truck interurban.
- Low profile track jacks
- Steam locomotive tools
- Schematics for Rochester Subway Car #60

Editor's note: The "Thanks to" and "Wanted" columns were mistakenly left out of the May issue; they are combined with the June items this month.

HELP WANTED ADS

TO MAINTAIN OPERATIONAL RAILROAD PASSENGER COACHES.

- No Experience Necessary.
- On Job Training.
- Working Toward a Team Environment.

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 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.

- On job training
- Interact with visitors

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

A Taxing Problem?

The Lancaster Chapter, NRHS has alerted their members that Congress may consider that all not-for-profit organizations should pay income taxes on interest earned on savings accounts, CD's, etc. This apparently is under committee consideration. [Lancaster Dispatcher, June 1999].

U&MV Chapter may get NYC 0-6-0

The Utica & Mohawk Valley Chapter is raising funds to acquire NYC 0-6-0 switcher #6721 from Carillon Historical Park in Dayton, OH. [Tower Topics, June 1999]

Central NY Chapter was also interested in this loco, but abandoned effort from lack on interest in the locale. [The Green Block, May 1999]

P&W 160 series converted to gas car

A companion to NYMT's #161 & #168 has been converted to a gas-mechanical car to resemble an Edwards car. This car runs on Mt. Dora, Tavares & Eustis Railroad in Mt. Dora, Fla. It came from Keokuk, Iowa and was rebuilt by an Iowa rebuilder. [National Railway Bulletin, Vol. 64, No. 2. pg 42]

Development Committee needs help

This Committee in our Chapter is looking for one or more persons with computers to help in contacting and writing proposals for grants. Contact Chris Hauf, 381-8583, or Jeremy Tuke, 359-8944.

Reminiscences of RL&B

(Continued from Page 1)

After station receipt bags were emptied by cashier, my responsibility was to return them to the car in proper sequence, as motorman tossed each bag off from the top. Another was keeping stock records, perpetual inventory, placing orders with Purchasing Agent and checking invoices. At end of month, a detailed report was sent to Interstate Commerce Commission with a breakdown of every item used on each car—from cotter pins, brass sleet cutters and trolley wheels to brake shoes, and replaced motors.

When cashier went to the bank for monthly pay on the road, she had me as bodyguard. One day, when we missed our car at Exchange leaving her, the bodyguard hailed the conductor who agreed to wait at Central Ave. Otherwise, would have had to carry money on foot from City line, which also would have been risky.

(Continued on Page 7)

Reminiscences of RL&B

(Continued from Page 6)

One morning, not realizing a new responsibility was being offered, fully expecting the red square was a "pink ticket" was surprised to read: CAB PERMIT with writing stating "Good only when acting as Paymaster" - at age 21!

As acting Paymaster it meant that after returning from the bank, the cashier would hand me envelopes for each section hand and checks for station agents. The former paymaster carried arms and a suitcase; my pockets carried the checks and envelopes. Leaving the long high slope-topped desk, and taking my high stool, I'd shared the cab with the motorman. Enroute, we'd roll off milk cans, and stop on meeting a section "gang". At Lockport, we had a short "lay-over". The motormen usually ate their lunch "enroute". By changing cars at Lockport "meet", I'd have a hour for lunch at Medina. If pay day & ICC statement date coincided, it was obligatory that I return to my desk to compile the statement while passing the office force boarding the car that I was leaving.

At age 21, it was a thrill and more or less exciting to ride in the front end listening to motorman tell of hits and near close calls at crossings. One Sunday morning, on my Sunday to work, I boarded a car with additional red splattered on front end, mixed with white horsehair and more indescribable items. I felt sorry for the car house gang that had to clean and repaint the mess.

One trip when looking out the open door to see a beautiful cock pheasant, my stool slid towards the open door, as we rounded a slight curve. But by hooking my foot on the motorman's stool, I checked a near catastrophe.

Another time, calling the motorman's attention nearing Brockport, he put her on dead center and we both got on the ground. Looking back the conductor, also on the ground, pointed to a small pig running up the track. The crew mentioned what a slippery rail we could have had, if the pig hadn't stayed between the rails.

The only serious accident I recall was on a foggy April day. Because the dispatcher's office was the other side of our thin wall, I could hear him either cursing or praising the crews, depending on their making or failing to meet at sidings on schedule.

That day, I heard him giving orders to extra freight to follow the passenger but to be on alert. As fate would have it, a flag stop was made at Eagle Harbor and the freight

plowed into the rear as the conductor was giving the signal cord the two "go ahead" pulls. He received broken ribs and a wrist, the other crew "hit the dirt".

One of the biggest revenue getters for the road was the Memorial Day Brockport Fair and motorcycle races. What a "Big Boy" was I when I hosted another couple one year. Every car was on the line - some "double heading" and nearly every head car was flying the green of another train following. What a headache for the dispatcher. My turn was the next day: counting tickets and balancing the conductor's reports with the Ohmer register!

But one time we had an office boy who played a prank which I didn't appreciate. As the office force was outside waiting for the car at quitting time, I was putting my books in the vault, when he shut the door. I thought my end had come, closeted in the small space. Fortunately, someone inquired for me, and released me, perspiring and shaken.

On alternate Sundays, we took turns "opening the mail", counting Saturday's receipts, and returning the mail bags to the station agents for that day's reports.

It was a slightly snowy Sunday morning that I had overslept and the Park Ave "submarine" also was late. The motorman opened the door: I grabbed the vertical pole and my foot slipped off the slippery steps. Needless to say, it was an exciting moment for the crew and myself as I regained my footing on the moving car.

Sometimes a coworker and I would deadhead to Lockport on our "free" Sundays just for the ride. One noon, we took a short ride in the yard with me at the controls. Gaining speed too fast, I put the air on "dead center": what a jolt we got!

One Summer vacation, I requested a pass for Sodus Point. Another year I received a pass to Canandaigua Lake. My only cash fare was on the steamer *Ogarita* to Point Rochester where my family was vacationing.

Many trips were taken on passes to visit friends in Lyons. One year when everything was snowed in for a few days, I took the train. It was greeted at every station, being the only thing on rails for a few days. Even then, the snow was window level.

One pay day I had planned to meet a friend at the Erie RR station where the Rochester Lockport & Buffalo and Rochester Syracuse & Eastern cars terminated. Losing time all day long, it seemed as though we'd not arrive in time. It was getting dark when we saw the lights of the double-heading orange cars coming toward us on South Ave across Main St. At the

whistling of our red car, a meet was made at the intersection and for added satisfaction, the conductor informed me that my friend was "on board".

In mentioning the colors, I can recall when green was predominant. The city cars, formerly were yellow. Then the RS&E (later R&S) were changed to orange. New York State Rwy's interurbans became burnt orange and cream. Buffalo Lockport & Rochester were a Railroad Brown, then as RL&B were Japan Red and finally brown and cream. The years I was employed there were no Limiteds and Locals in the RL&B.

Standing on the rear platform in the evening rush, I observed how much responsibility rested on the conductor. Collecting fares down the aisle, he had to rely on the standees to say "all clear" before giving two pulls to the signal cord. Then to make change and tally separately the cash, tickets and transfers by nudging brass fingers attached to rods above the corridors; always aware of "spotters". How would he collect from those hanging on the steps, with a packed vestibule to pass through?

On the morning rush hour trips, when it was practically impossible to get through the aisle, commuters would pass their tickets to the rear. Unable to memorize each ticket number, sometimes more than one ticket was passed on from the same commutation book. As stated before the conductor was chargeable.

Evening rush hours, with a two car train, turning onto Andrews at State, was cause for concern as sometimes the second car would split the switch, instead of following. The trainmaster used to ride in the lead car and peer out behind to see that this didn't happen.

In all kinds of weather, the conductor had to set the "derail" at the Otis station railroad crossing on Lyell Ave. A hinged rail set to derail cars was closed by means of an arm which had to be raised from a pole at the intersection.

When winter storms covered the right of way, it was difficult to get emergency crews out, sometimes they just sit in the bull-pen awaiting developments.

One winter day I remember that nothing moved unless on two feet. From the car house in Gates to Main and East Ave., and on to Argyle Street, I could count on two hands, or nearly so, the number of people I met not walking in the road. First thing I did on arriving home that evening, was to clean our sidewalk at home.

These experiences were in part the realization of my earliest dreams.

The Semaphore

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Fun Night: Part I

June 17, 1999

R&GV RR Museum

NYS Route 251 at Industry

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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!

