



The Semaphore

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

August 1999
Volume 41, No. 12

Meeting at Depot: August 19:

It's Summer-time at the Depot! Part 3

The August meeting will be at the last of the Summer Membership meetings at the R&GVRR Museum Depot on NYS Route 251 at Industry. There is no particular time to be there, but activities should be starting around 6 PM.

With embankment reinforced, we should see some BIG stuff in motion at this last Depot meeting of the millennium.

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.

Summer Library Hours

Monday, August 23

Monday, September 20

7:30 to 9:30 PM

NEW: Library has a phone! ---
872-4641

1999 Fall Foliage Excursion Dates:

Sunday, Sept. 26 (Family day)

Sundays of Oct. 3, 10, 17 & 24

Saturdays of Oct. 9 & 16

Two Departures Each Date: Noon and 2:15 P.M.

Fares: \$10 for Adults; \$6.00 for children (3-15); Children under 3 ride free, if seated on an adult's lap.

Excursion is on former NYC's *Empire Express* cars from Sodus to Newark and return over 34 miles of NYC and PRR trackage, now operated by Ontario Midland Railroad.

Watch for complete flyer to be mailed with September's *The Semaphore*!



Tioga Central Trip Enjoyed

Exactly 100 Chapter members and guests partook of the Tioga Central's Dinner Train out of Wellsboro, PA on July 31. Ninety eight rode two buses; two others traveled by car. Since we had the whole train, we enjoyed extra mileage to near Gang Mills of about 40 miles round trip. Two photo runbys were staged. One is pictured above. The other was staged after dark where our Chapter's drumhead was prominently displayed on the rear of the observation car and supplied markers added to the atmosphere. (More pictures and an article by Harold Crouch appears on Pages 6 & 7.)

The train's two Alcos (RS-1 and RS-3u) powered it pull-pull operation, except for the return trip so as to leave the observation car in full view for the runby at night.

The consist was two Alcos (RS-1 and RS-3u) operating in as pull-pull power, a dining car with kitchen, another dining car, a club car, a coach and an open observation car made by removing the windows of a coach and installing back-to-back central bench seating.

A raffle was held; prizes were a cab ride (Jeremy Tuke won), a set of collector mugs, two "Go Pullman" books and a pair of tickets for our upcoming Fall Foliage Excursion ride. It raised \$200.

Our thanks to Gerald Bertoldo, Conductor on the Tioga Central, (who also is a Chapter member) who saw to our whims, answered our questions, and called us to dinner, the TC's operating and dining crews, and John Redden who made the trip arrangements.

Speaking of the dinner, one would be hard pressed to find a Rochester restaurant that could equal the quality and frills at double the \$15 it cost. GS

September Input Due August 26

As your editor plans to be in Ohio between Sept. 1st to the 9th, articles and other input should be in his hands by **Thursday August 26** to make the September *The Semaphore* issue.

Depot Guides for August

Sunday, Aug. 8:

Jack Matsik, 442-6269
Bob Achilles, 421-0876
Marlin Diehl

Sunday, Aug. 15:

Jack Trip, 381-7757
Tony Mitiga, 442-0559

Sunday, Aug 22:

Carlos Mercado, 241-3493
Bill Limburg, 586-9470

Sunday, Aug 29:

DeWain Feller, 527-9619

Depot Guides for Sept.:

Sunday, Sept. 5:

Lynn Heintz, 768-6984
Eric Drum, 671-5954

Sunday, Sept. 12:

Dan Gottler, 586-4773
Jerry Gillette, 225-4678

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

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.

There She Blows!

Dave Luca took this picture of Union Pacific's 4-8-4 #844 after one or more boiler-tubes failed on June 24 at the ten-day Railfair '99 held at the California State Railroad Museum in Sacramento. No bystanders were injured, but a UP crewman suffered minor burns.

This was considered the biggest rail fair since the Chicago Railroad Fair of 1948-49. At one time there were 26 engines in steam at the same time.

National Directors Report: August 2, 1999

by A.R. (Bob) Miner, Director

I attended the 1999 National Convention of The National Railway Historical Society.

It was held in Sacramento, California at the Holiday Inn, Capitol Plaza. Marie Miner, Janet Dittmer & Dave Luca were also present at the meeting.

All the normal business discussed like financial, membership, audit, operation life-saver, final report on last year's convention, reports on this and next year's conventions.

The report on Rail Camp at Steamtown was very positive. They plan to run two sessions in the future. There were no big problems to deal with so the meeting was short and sweet.

I tried to write down all the grants but was not fast enough to get it all. The important one was to the Rochester Chapter. That was \$3000.00 to restore our Library (caboose) building in Webster. The 2000 convention will be in Stamford, Conn.

Young Railfan's Doings

Brett Hendershot Attended Railcamp

Brett, who is a member of our Young Railfan Scouts Explorer group, attended the Railcamp at Steamtown in late July and reported he had a wonderful time.

RG&E #1941 Efforts

Kevin Hertzog, Nathan Dunn and Doug Verecke have painted the west side of the trucks on RG&E #1941. About half of the loco has been primed.

Hiking Abandoned Railroad Trails

The group hiked the Genesee Valley Greenway in July for 4.5 miles.

Library Report

by Charles Robinson, Chairman

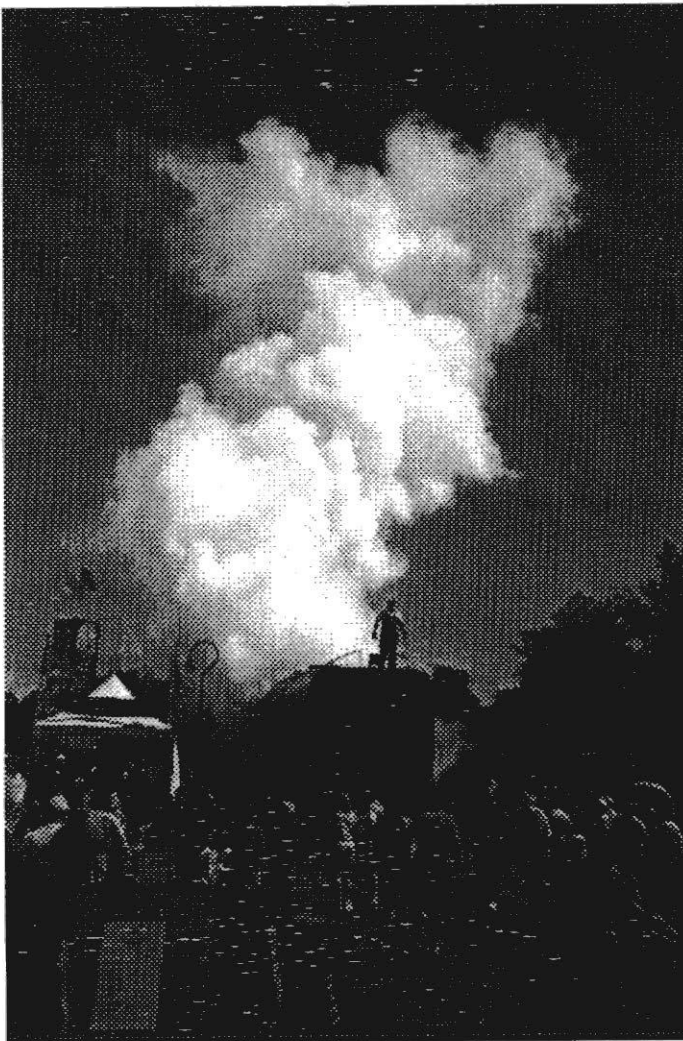
The library will be open on the Monday evenings of August 23 and September 20 from 7:30 to 9:30 for general use.

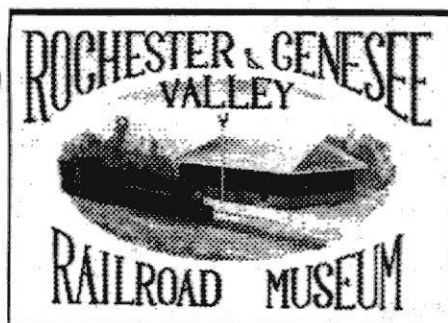
Thanks to Bob Miner, the library has a much needed telephone with the number 872-4641 that members might use to reach us on Monday nights. Otherwise, call the Library chairman, Charles Robinson, 377-4245, to inquire whether we will be there on other Monday evenings.

The library committee is elated at the news of the \$3,000 grant from the National Railway Historical Heritage Grant Program. Chris Hauf wrote the proposal that resulted in this grant. Obviously the library building needs repairs and in recognition of this, the library committee is getting underway to do some of these projects on its own.

As the first part of the reconstruction, the library committee has undertaken to put new skirting on the building, first to improve the looks

(Cont'd on Page 5)





Rand Warner, Manager, 425-8587

General

The dog days of Summer are upon us for sure, these hot sticky and sultry days of 98°F and 95% humidity.

But our trusty volunteers are anything but dogs sleeping in the sun.

See the following pages for just a sampling of all the many projects and activities our talented, committed, resourceful, and dedicated volunteers are helping to make happen.

And don't forget our Annual Picnic, Saturday, September 11th for another day of fun in the sun!

Embankment Is Finally Reinforced

A massive effort on our mainline track has been completed in July. This intensive two-week job has resulted in reinforcing the weakened embankment at Switch #5 on the hill north of the RGVRM Depot. A year ago in June we had an hour and a half cloudburst which resulted in partial slope failure at that particular embankment, flooding of the depot cellar, and washing of mud across our RGVRM yard tracks.

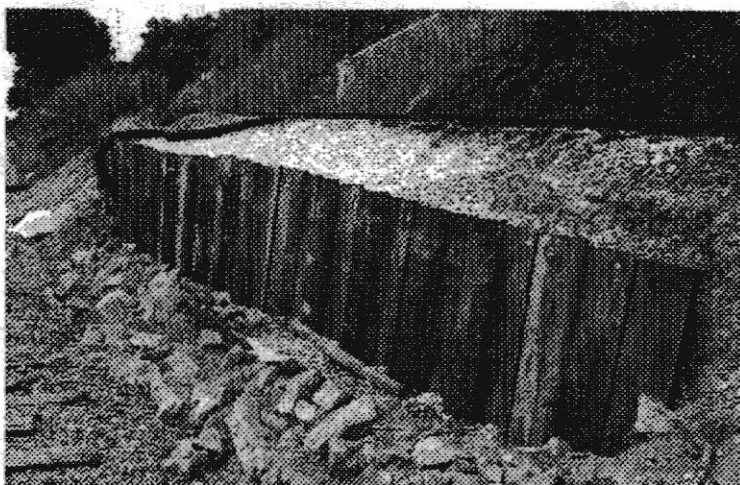
A three-way sponsorship by NRHS, Transittown, and NYMT made this effort possible, plus a very substantial donation of time and equipment by Walt Morey and Morey Equipment Company.

Approximately 75 feet of steel (9 tons) sheet piling was installed between July 13 and the end of the month. Also included in the effort was ditching, rework of drainage culverts, and back filling and tamping of 50 some tons of stone behind the piling.

Remaining work will include installation of a waler on the front of the piling, and tie backs to better anchor the piling long term.

Scheduling of the work allowed for full movement of heavy locomotives on the hill for the "Diesel Days" special event on Sat/Sun July 17/18.

The project was made possible by the



finding of affordable sheet piling by George Knab after we all had been looking for months, and by the generous donation of use of Walter Morey's Cruz Air/Drott with hydraulic vibrator to drive the piles. CP Ward/KBH loaned us a skip box to distribute stone ballast, right off their job site at R.I.T.

RGVRM equipment used on the job included Ford fork lift, diesel air compressor, Ford hi-rail dump truck, Trojan loader, John Redden's trailer, Austin-Western yard crane, torch set and hand tools.

Walt Morey operated the big Drott machine and directed the men on the piling. George Knab directed the men on the ground.

Thanks to all our many, many helpers including Jim Dean, Chuck Whalen, Joe Scanlon, Rand Warner, John Redden, Norm Shaddick, Dick Bean, Dee Mowers, George Bauerschmitt, Gerry Leidertheil, Dick Lutherhand, George Knab, Walt Morey, Scott Gleason, Dan Waterstraat, Jeremy Tuke.

This effort involved upwards of 500 man-hours of labor, about 150 hours of machine time, and expenditures of about \$3,000 on materials. It should be well worth it as we look forward with confidence to many years of train, track car, trolley, doodlebug, steam loco, etc. operation on the hill.

Thanks for all your good help and thank goodness we didn't lose anybody in the terrible heat of those two weeks.

**Remember
Annual Picnic at the Depot
Saturday, September 11**

R.&G.V. R.R. GANG POUNDS THE PILES!

By Joe Scanlon

The long hot summer is proving fruitful for the hardhat gang. One of the major summer projects is now substantially complete - installing the sheet piling retaining wall

North of switch #5, which had suffered a slope failure last summer during heavy rains. Spearheaded by Rand Warner and George Knab, the piling was sufficiently installed in time so that the heavy locomotive traffic on the line during "Diesel Days" weekend could glide right on in to the depot. Those of you who took part or even came out to give moral support can attest to the hard work performed by our determined pile driving crew

Work began on Tuesday, July 13 with Mendon Enterprises moving in Walter Morey's DROTT hydraulic shovel equipped with an Allied vibratory plate for driving sheeting. The Chapter's Link Belt ditcher was used to remove the concrete rubble from the area of the sheeting line, and our Austin-Western hydro crane fed the sheet piling across the tracks to the work site in the order they were needed. Spoil was hauled away with the Chapter's International dump truck and backfill stone was fed to Morey's shovel via the high rail dump truck, filled by the Manitou Concrete Trojan loader. Work was coordinated with the L.A.&L. Railroad to keep the line open to through traffic. The last of the backfill stone was placed Friday July 23 and the equipment demobilized.

Our members deserve a truck load of thanks for performing one of the most physically demanding tasks ever undertaken by our Museum. Thanks to Rand Warner, George Knab, Walter Morey, Jimmy Dean, George Bauerschmidt, Art Mummery, Bob Miner, John Redden, Scott Gleason, Dan Waterstraat, Chuck Whalen, Dave Luca, Dick Bean, Joe Scanlon and all the rest who pitched in to make it happen!

Thanks also to the C.P. Ward Construction Company (again) for loaning us a skip box which simplified the backfilling process.

Buildings and Grounds

Supt. Dave Luca

Lawns are being mowed and trimmed by Jeff Carpenter, Dave Luca, Bill Chapin, Chris Hauf and others.

Janet Dittmer is continuing to plant flowers and maintain our gardens and plantings along the right-of-way.

Bob Mader and Charlie Harshbarger are working on additional drainage lines.

We have a first generation master plan for drainage on our entire South end RGVRM area. This plan includes: 1. Ditching at west edge of land on west side of Restoration Facility. 2. Ditching at west edge of shelf of land where signal equipment is stored. 3. Ditching along east edge of main line going up hill from Depot. 4. Ditching along east side of LA&L RR (in work). 5. Improved ditching along east side of our yard lead at RGVRM (in work). 6. Connecting all north-south ditch lines with east-west culvert flow lines. 7. Additional drain line from Depot basement to prevent flooding. 8. Separation of Depot downspout lines from Depot sanitary lines to increase capacity capability. 9. Ditching along east side of Siding #5 to prevent flooding and mud on yard tracks (in work). 10. Adding velocity traps to water flow that ends up on LA&L RR right-of-way to prevent erosion and mud flow (in discussion). 11. Ditching along west edge of newly formed land to west of LA&L RR, and sloping land westward to drain to this ditch line.

Steam Team

At a July 13 meeting of our Steam Team, we agreed upon the following major strategies:

Vulcan 0-4-0T #12

1. Complete internal inspections for any show stoppers.
2. Continue getting quotes on identified areas of work.
3. Accelerate development effort to build up a war chest for needed work.

Heisler Fireless 0-4-0

1. Initiate detail internal inspection for pressure vessel.
2. Close up outside jacket with sheeting and strapping.
3. Close up cab with new or rehabbed door and windows.

Ron Amberger has submitted a detailed plan to the Team for our guidance and follow up.

Ron, John Redden and Kevin Klees are continuing to remove tubes on Vulcan #12.

Painting is continuing on the Heisler fireless.

We currently have all accessories, and "jewelry" for Vulcan #12 on hand and some of it is already restored.

"Jewelry" has been removed from the Heisler for storage and rehab. We need to come up with a steam whistle and bell, both of which were missing from the Heisler. Between the Chapter and its members we have available a replacement bell and whistle.

Train Operations

Supt. John Redden

Our Summer Chapter membership and public meetings for June, July and August are held at the Museum.

Our July Thursday night meeting featured two operating diesel locomotives -- the 80-ton GE center cab from Kodak Park RR, and the H12-44 Fairbanks Morse from Seneca Army Base. The two locos operated either side of Reid's Crossing.

Our "Diesel Days" special event, held jointly with NYMT, was on Saturday and Sunday, July 17th and 18th. At this event we featured four different locos, representing three builders.

Kodak Park RR GE center cab 80-ton #6 worked north from Reid's Crossing, hauling the Penn Central transfer caboose. EKC #9, Alco RS-1, NKP #79 S-4 and Army #1843 Fairbanks Morse worked south of Reid's Crossing to the Depot, running over the newly reinforced embankment. Our NYC RR caboose was parked as a meet point at Reid's Crossing to provide shelter from the elements and water for our hot and thirsty visitors.

Thanks to the large crew of NYMT and RGVRM volunteers who made this possible, including Dick Bean, Dan Cosgrove, Rand Warner, John Redden, Norm Shaddick, Dick Holbert, Bill Chapin, Jeremy Tuke, Jeff Carpenter, Ed Van Horn, Tom Rohatsch, Joe Werner, Mike Smith, Bob Miner, Marie Miner, Ted Strang, Jim Dierks, Harold Russell, Chris Hauf, Ron Amberger, Gerry Bertoldo, Steve Huse, Dale Hartnett, Bill Blaisey, Bob Lippman, Dee Mowers, John Stewart and others.

Electrification

Facilitator: Rand Warner

George Knab and Scott Gleason have made up new anchors for our overhead down guys, using cut offs from an I-beam section. Now we're ready to put them in at the locations staked out by Charlie Lowe.

Jim Dierks and Rand Warner are looking into feasibility of an interim tag power supply. This unit would support longer distance trolley operations while wire is being extended, would also provide additional checkout capability for cars and overhead, and would provide a measure of substation redundancy.

Bernie Cubitt is hosting Monday work sessions on Rochester, Lockport and Buffalo interurban car #206 at Knowlesville. Give him a call at 352-3064 if you can help out on painting and other work preparatory to moving this car to our Museum.

Neil Bellenger is spear heading work on our all purpose Line Car/Freight Motor/Electric Express car from Thendara. He has written up a preliminary Restoration Plan that has been distributed. Give him a call at 359-9985.

Rand Warner and Dave Luca are hosting work on Rochester Subway Car #60 on Wednesdays. So far we have Jim Moore on Wednesday mornings, and Bob Van Valkenberg, Dave Baer, Hiram Collett, Cliff Rogers and others in the afternoons. So far we have removed window grills, upper sash, lower sash, end sheet metal, end bumpers, seat cushions, seat frames, underseat heaters, floor covering, ceiling fixtures, outside hardware, and we are now working on inside insulation removal. Call Rand Warner, 425-8586, if you can help out on Wednesdays.

Visitor Operations

Supt. Don Shilling

In addition to chairing our Sunday operations, weekday tour groups, and special charter groups, Don has been raising money for improvements to our visitor facilities.

For the past several years, Don has hosted Kodak and Rochester Institute of Technology instructors and students at Spring and Fall photo shoots at our Museum. The various cars, buildings, and other backdrops are used for photo training at these sessions.

The proceeds from these training events are being reinvested in our facilities in various ways:

1. Our passenger loading area has been upgraded by removing the old wood planking and extending the crushed stone northwards.

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Visitor Operations (Cont'd from Pg. 4)

2. We are now preparing the parking lot across from the Depot, on the west side of LA&L, for a crushed stone surface.

3. Landscaping will be installed between the LA&L track and the above parking lot.

4. Improvements will be made to the area across Route 251 from the Depot, on the south side of the highway.

5. Improved handicap access will be added around the stairwell on the east side of the Depot.

6. Sidewalk areas, between our iron fence and the LA&L track in front of the Depot, are being improved where the concrete was deteriorated.

7. Additional plantings will be added at the Depot area.

Interurban Collection

Between the collections of our sister New York Museum of Transportation and our own RGVRM, we are getting a fairly broad representation of area and other electric interurban cars.

NYMT

- Rochester & Eastern #157
- Texas Traction #409
- Elmira Corning & Waverly #107
- Philadelphia & Western #161
- Philadelphia & Western #168

RGVRM

- New York State Railways #60 (the Subway car)
- Rochester, Lockport & Buffalo #206
- DL&W Electric Division #2628

We're still missing examples from the following area interurbans:

- Honeoye Falls & Lima
 - Manitou Beach Line
 - Rochester, Syracuse & Eastern
 - Erie Electric from Rochester to Mt. Morris
 - Rochester & Sodus Bay
- Can you help us with any leads?

Library (Continued from Page 2)

and second to eliminate the cold winter wind from blowing underneath causing heat loss and freezing of the drain pipes. Eric Drum provided the trailer to transport the large plywood sheets and other lumber. Bob Miner, Eric, John Stewart, Steve Oagley and Don Shilling have already started to install this new skirt.

The skirting is important but it doesn't take care of the principal problem of the deteriorating siding. Hopefully, we can call on others to assist in removing and replacing the siding.

Jerry Gillette is continuing the monumental task of recording the Woodbury negatives on the computer. He has finished the 1,600 electric railway negatives and is now starting on the railroad ones. Lots of steam locomotives.

We would like to thank Bob Mader for his generous gift of a nice desk and chair for the library. It will certainly upgrade our furniture from the castoffs from the former beauty parlor. Also we appreciate the books and tapes that members are donating.

We hope to see more members at the library boning up on more rail facts. Remember we are air conditioned!

Track and Right of Way

Acting Supt. Rand Warner

John Redden has spearheaded replacement of switch stand timbers for Switch #4, assisted by Mark Pappalardo, Chris Hauf, Rick Israelson, Bob Mader, Rand Warner, Chuck Whalen and others.

Jeremy Tuke is coordinating removal of 80# DU rail in Rochester, assisted by Rand Warner and others.

John Redden, Bernie Cubitt, Dee Mowers, Bill Chapin and George Knab are tearing up 80# DU siding in Spencerport.

John Redden is coordinating pickup of 80# and 105# DU rail from siding in Brighton, with George Knab and Rand Warner assisting.

Mark Pappalardo is coordinating rehab of NYMT loading track, assisted by Rand Warner and others.

John Redden is prepping Switch #6 for rehab, assisted by Bob Mader and others.

Rand Warner has coordinated installation of steel sheet piling to reinforce weakened embankment at Switch # 5 (see separate article).

Trolley Trails

Between RGVRM and NYMT sharp eyes, we have collected rails from the following lines:

Rochester Syracuse & Eastern - from University Ave rebuild.

Rochester Summerville line - from rehab of St. Paul Blvd.

Rochester Subway track - reinstalled and in use now.

We are still looking for rails from the following:

Rochester & Eastern

Rochester, Lockport & Buffalo

Manitou Line

Honeoye Falls & Lima

Can anybody out there help us?

Thanks to

Gerry Bertoldo for paper sets of train orders for LV #211.

Walter Morey for a number of wood poles for our trolley electrification project.

Lynn Heintz for boxes of telephone equipment for support to Restoration Facility.

Walter Morey for use of his Drott "Cruise-Air" machine with hydraulic vibrator to set piling.

John Stewart for info on various area railroad artifacts.

Don Russo, Jr. for donation of 25-ton low boy trailer outfit.

Dave Lanni for donation of antique vertical steam boiler and air compressor.

Wanted

- Skid steer loader
- Relay ties & switch timbers
- 80# Dudley rail, bars, plates
- Hydraulic fluid
- Ratchet action track jacks
- Journal jacks
- Trolley poles and bases
- Trolley retrievers
- Trolley controllers
- Interurban trolley trucks
- Marker lights and brackets

Construction and Equipment

by Joe Scanlon

The majority of our efforts have been expended on the sheet piling project reported elsewhere in this issue. But that's not to say we haven't been busy on other fronts.

The equipment display area continues to be cleaned up and organized for our summer visitors. Likewise, our parking area has been cleaned out with stored sheet piling and structural steel stockpiles removed and parked heavy equipment relocated. The area has received additional fill and grading and will be surfaced with crushed stone in the near futures.

We've also managed to make a couple of neat acquisitions. Last summer the Chapter received a donation of a Ford truck cab and chassis which previously had a tilt-bed body attached. The truck came with all the hydraulics in place – but without the steel bed, which a previous owner, Industrial Machine Services had kept for their use. The Ford truck was "mothballed" while we looked around for a replacement tilt bed to reattach to the truck. However, we learned that replacement bodies were selling in the \$5,000 range, so we continued to look for a bargain. But then earlier this year we received a call from Mr. Terry Anderson of Industrial Machine Services who said that IMS had made a new body for their current tilt bed truck and wanted to donate the original 24-foot long body for our truck to the Chapter! The tilt bed body was hauled in by Mendon Enterprises and is in very good condition – ready to be reinstalled on the truck. Bob Mader is going through the Ford truck mechanics before we reinstall the bed. Thanks to Mr. Terry Anderson of Industrial Machine Services for making this donation available to us, and to Mendon Enterprises for once again providing affordable and timely hauling for us.

Another interesting acquisition we've received is a Low Bed Trailer to haul our heavy equipment around the museum. This trailer will hook up to our Upstate Milk Diamond Reo road tractor so that we can haul any big heavy or bulky items around the museum. A 1959 Rogers lowboy, it was donated by Don C. Russo, Jr. and was one of the last items left from the Russo Concrete Company in Bushnell's Basin. Thanks to Genesee Valley Truck Service, Inc. of Scottsville for offering to haul this trailer to the museum for us!

We are receiving offers for some very interesting heavy equipment acquisitions – some from surprisingly far away, because we are gaining a reputation as a credible

Historical Construction Equipment Museum, coupled with a Railroad Museum. The next few years should be very exciting! Stay tuned!

The Tioga Central Railroad

by Harold Crouch

The May 1999 issue of "The Semaphore" contained a number of interesting articles, including one by John Redden giving an account of his and his wife's trip on the Tioga Central Railroad at Wellsboro, Pa. Thus perhaps some background of Tioga Central's locomotives may be of interest.

Tioga Central Railroad started operations out of Flemingville NY (just north of Owego, NY) and the Museum there. Initially, locomotive #14, an Alco S-2, 1,000 horsepower switcher was used. Thus it was that the late George Hockaday and I went to Flemingville to give the loco its required FRA inspections. With operations expanding, Tioga Central obtained two Alco RS-1s (#62 and #47) from Washington Terminal Railroad Washington, D.C. (Amtrak). On their arrival at Flemingville, George and I had our work cut out for us – so MANY things wrong! For example the boys at Ivy City (Washington Terminal Engine House) couldn't fathom how to get "Dim" and "Bright" for the headlights using only two wires (+ and -). This situation was corrected. About the first thing done was to change out the #6K Distributing Valve to replace it with a #6N (diaphragm type) for more reliable operation. The #6K valves make good boat anchors!

At the start, Tioga Central ran excursions on week-ends going to Newark Valley, NY and return, though dinner trains ran to Harford, NY and return. Charter trips were run during the week, especially school charter trips. School buses pulled up at Flemingville and the children climbed aboard for a train ride to Newark Valley, NY and return. One day, while George and I were working on the locomotives, a school trip returned. A little boy asked the lady in charge of the group if he could see the Engineer. About to change out a fuel injection nozzle on an engine, I came along at the opportune time. The lady said to the little boy: "There is the Engineer". Frankly, I must admit that I didn't think quickly enough! I should have asked the little boy if he would like to be an Engineer too. Am sure he would have said "Yes", thereupon I could have put my cap on him and said: "Now you ARE an Engineer – now you can go home and tell your father and mother that you have been promoted to Engineer." Am sure this would have made his day!

Operations at Flemingville were becoming a bit "difficult" what with so much see-sawing of equipment around to get ready for the next trip. Thus it was that operations were transferred to downtown Owego using the former Leigh Valley Railroad Station as "Headquarters". On the south side of the Depot was a small yard which accommodated the passenger equipment while a siding opposite the Depot gave us room to work on the locomotives as needed.

While all this was going on, some freight service was also being performed. Tank cars of gas were received from Conrail's Southern Tier line and taken to Harford, NY where the gas was pumped underground for storage (warm weather). Then pumped out again to be re-loaded in tank cars for out-bound shipment (cold weather). Also, there was a steel plant in Owego that made corrugated steel culvert pipe in different sizes. Coiled steel cars from the steel mill were received and, on several occasions, I was asked to help out on this work running the locomotive to pull out the empty cars, set in the loaded cars stopping to have the coil steel car cover removed, and then spot the car in the plant for unloading.

One day, while at Owego George learned that the Delaware & Hudson RR was putting locomotive #506 up for sale. This was the last of seven Alco RS-3s that the D&H had sent out to Morrison Kudnsen, Boise, Idaho for up-grading. The Alco 12-244 oil engine was removed and an Alco 12-251 engine applied. The cab was turned around (for the short hood to be forward, the air brake equipment changed to 26-L, and new electrical equipment applied in the electrical cabinet. Tioga Central obtained the unit though a traction motor was missing. However, the D&H applied another one at their Binghamton Diesel Shop before shipping the unit over to Owego. On arrival, George and I gave the unit the necessary FRA inspections to bring the unit up to date.

We had just about finished the inspection when some tank cars of gas had to be taken to Harford and so the #506 was assigned for this run. With George up front doing the running, I checked the power plant over for any possible leaks or blows and to see that all systems "Go" The Alco RS-3s had the lube oil filter tank located in the radiator compartment. We had applied a duplex gage to show the lube oil pressure both "in" and "out" of the filters. Thus I thought I would take a look at this gage, especially when the throttle was out in 8th notch. On opening the radiator compartment door, what should I see but a solid stream of water spurting from the left radiator core (nothing serious you

Tioga Central (Cont'd from Pg 6)

know!) Going up to the cab, I told George that we had a very bad water leak. Our Conductor, the late Dave Ford, verified this and so the train was stopped and backed down to Flemingville where the 506 could run around the train and so get back to Owego. Another locomotive then took the train forward. The leaking radiator core was subsequently RR&R.

Then came the move to Wellsboro, Pa. on the Wellsboro and Corning RR. As John mentioned, this was part of the former N.Y.C.S. PA Division from Lyons, NY to Corning, Newberry Junction, and up to Cherry Tree, PA. Back in the summer of 1955, I came this way with CB&Q RR's Dynamometer Car #30 (NYC's Dynamometer Car had been retired) for a trip to Cherry Tree, PA — quite a trip!

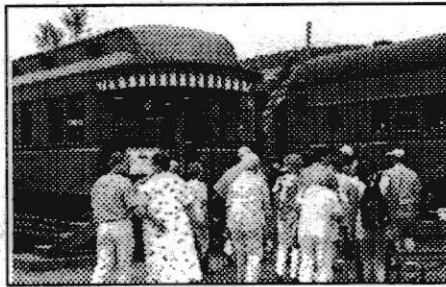
The locomotives and trains are held at Wellsboro Jct. just north of Wellsboro while the locomotives are maintained on a siding oppose to Wellsboro Station, which is "home" for the Wellsboro & Corning RR. Not long after the move to Wellsboro, the thrust bearing in #506s turbo failed. Another turbo was re-conditioned and applied and which is running today. Later, the oil-engine lost #7 main bearing (the thrust bearing), fortunately not doing any harm to the crank shaft. Another bearing was applied, but then we thought it best to take a crankshaft deflection reading. It turned out to be THREE times the maximum allowed! No wonder the bearing failed! It took us THREE days to shim the main generator to get the reading to within acceptable limits. Shim-ming main generators is more of an art than a science!

Finally, the wheels of #506 reached the condemning limit and so during the winter of 1997-1998 plans were made to change the wheels out the Spring of 1998. Unfortunately, George went to the hospital and never came back. Subsequently, #506 went to Altoona, PA where Conrail changed the wheels and re-built the truck's brake rigging.

Thus Tioga Central's locomotives soldier on, though I firmly believe George is STILL giving FRA 92-day inspections to locomotives that have passed on!

P.S. For those who may be interested, Tioga Central runs 24 mile excursion trains every Saturday and Sunday, a 42 mile dinner train every Saturday evening, NRHS members get \$1.00 discount for ticket and can obtain a cab ride if calling ahead. Tioga Central also has a website that can be visited.

Some Views of The Tioga Central Trip



Left to Right: Loading our group; Gas light on Wellsboro Main St. boulevard; Marie & Bob Miner in Club Car.



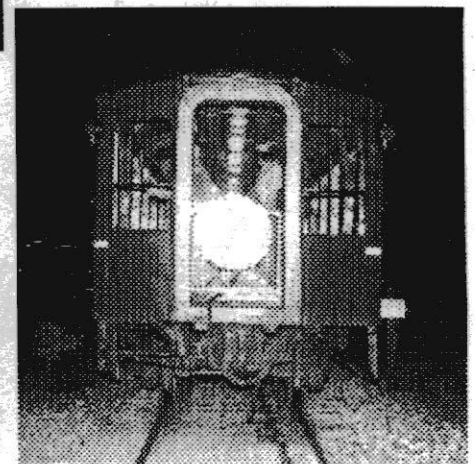
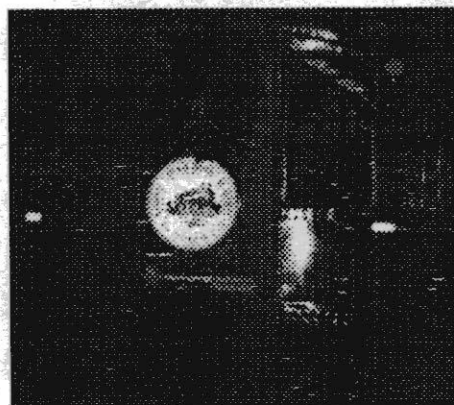
Above: Open Observation Car made from a coach (Dave Luca behind the camera).



Left: The second Dining Car after a fine meal.

Below, left: The Chapter's Drumhead and marker lights on the Observation car at night.

Below, right: Another shot; the flash washed-out the illuminated Drumhead.



The Semaphore

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National Railway Historical Society
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Chapter Meeting & Program:

Fun Night: Part 3

August 19, 1999

R&GV RR Museum

NYS Route 251 at Industry

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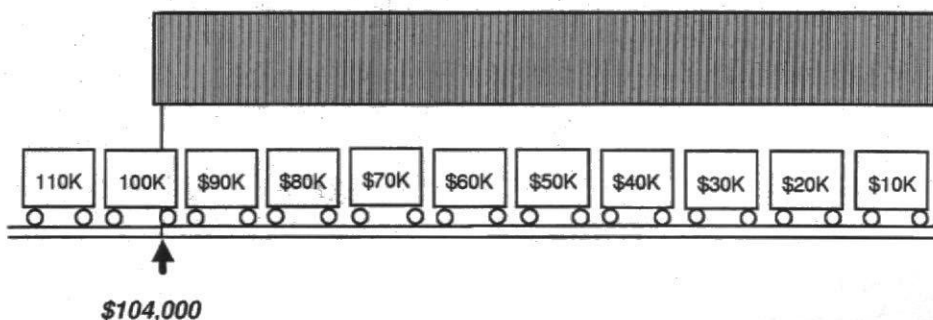
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The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise - the building moves rather than the train - easier to do!



InterNet (World Wide Web) address:
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