



The Semaphore

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

September 1999
Volume 42, No. 1

Program for Sept. 16 Meeting:

"HILL COUNTRY FLYER"

by Dick Smith

Around Austin, Texas, there is a special train consisting of several private cars that is in operation. Dick's presentation will explore their activity.

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, September 20

7:30 to 9:30 PM

Library has a phone! — 872-4641

Famous Train Stamps Now on Sale

On August 26, the US Postal Service placed on sale a set of train stamps depicting five of the country's famous streamlined passenger trains. The trains are: *Daylight*, *Congressional*, *Super Chief*, *20th Century Limited*, and *Hiawatha*. Details about each train are printed on the back of the stamps!

On Sunday, August 29th, NYMT arranged to have special cancellation station setup where postal workers will cancel the stamps with a special stamp designed by Jim Dierks honoring 162 years of railroad history in western New York. In addition, a 6" by 9" souvenir card will be available that depicts the first run of the Rochester and Batavia Rail Road in 1837.

Annual Picnic

September 11 at Depot

Notify Rand & Marge Warner by
calling 425-8586,

1999 Fall Foliage Excursion Preparations Underway

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.

A flyer is enclosed with this issue. Please either post it in a public place or give it to an interested party. More flyers will be available at the September 16th meeting.

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

This annual event requires considerable enlistment of our members to adequately staff, not only the train, but also the support areas.

Train Hosts: 5

Parking Lot: 3 or 4

On board Concessions: 2 or 3

On site Ticket Sellers: 2

On board Store: 3

On the days of the trip, we need members for these positions (at least 15 each day):

In addition, the train set of five cars has to be cleaned and prepped before each weekend, usually Wednesdays, usually at Sodus. Three or four volunteers can shorten the time spent on this activity.

Bob and Marie Miner, who have handled phone and mail order ticket sales for ten years, will not be available this year at the start of the season. They have recruited about six members who will handle this activity using modern technology: Phone Call Forwarding from a common phone number!

Jim East will soon be contacting members to help on the excursions. So look at your calendar and be ready to "step one foot forward". Remember, these excursions are our largest source of funds that support those many other activities we cherish.

Mishap Mar Trolley Operation at Two Museums

by Bill Heron

Former New Orleans Public Service Commission car #832 was rammed by a pickup truck on July 22 while proceeding over a public highway crossing on the Pennsylvania Trolley Museum's mainline, located at Washington, PA. Referred to as "the Streetcar Named 'Desire'" because it was the car photographed by *LIFE* magazine for its 1947 spread on Tennessee Williams' play, *A Streetcar Named Desire*, #832 was built in 1923 by the Perley A. Thomas Company of High Point, NC.

The driver of the pickup truck, reportedly going about 40 MPH, inexplicably ignored the bells and flashing red lights at the crossing as well as the trolley's air horn. The force of the collision knocked the car off the tracks and into a crossing signal and a utility pole. "Desire" suffered major damage, perhaps in the range of \$50,000. Fortunately there were no serious injuries to any of the people involved.

In a strange and tragic coincidence, another New Orleans car, very similar to "Desire" and built by Perley A. Thomas in 1924, was involved in a serious collision the very next day at the Connecticut Trolley

(Continued on Page 2)

Depot Guides for Sept.:

Sunday, Sept. 5:

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

Sunday, Sept. 12:

Dan Gottler, 586-4773
Tom Way, 482-5787

Sunday, Sept. 19:

Steve Oagley, 865-6535
John Becker, 266-7191

Sunday, Sept. 26:

Jerry Gillette, 225-4678
Bernie Cubitt, 352-3064

Depot Guides for October:

Sunday, Oct. 3:

Nor Wallich, 381-4666

Sunday, Oct. 10:

Jim Morrow, 381-5602
Chris Kingsley, 458-8419

Sunday, Oct. 17:

Tom Way, 482-5787

Sunday, Oct. 24:

Hank Willard

Sunday, Oct. 31:

Bruce Matthews, 248-5317
Dave Soble, 244-2117

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

Vintage Rails and RailNews to be sold

Pentrex, the video and book publisher, has announced that they plan to sell *Vintage Rails* and *RailNews* Magazines as yet to an undetermined publisher.

Current issues will be delayed due to this transaction, but they hope to announce a new owner within the next several months.

[Editor: Darn, just when I was really looking forward to each issue of *Vintage Rails*. Seems like my selection of magazines is similar to dealing in the stock market: buy stock - it goes down; sell it - it goes up!]

Congratulations

On August 24, 1999, Marge and Rand Warner celebrated their 42nd Wedding Anniversary. Congratulations!

Library Report

by Charles Robinson, Chairman

The library will be open Monday evening from 7:30-9:30 PM September 20. The library phone number is 716-872-4641. There is now an answering machine on that line. It is likely that the work crew will be at the library other Monday nights. Inquiries about the library this month should be directed to Steve Oagley, 716-865-6535.

Repairs to the library continue. Dave Luca has come up with an improved design for the skirting. Thanks to the help of Bob Miner, Eric Drum and Steve Oagley rapid progress is being made in its installation.

Jerry Gillette is making substantial progress with the Woodbury negatives having finished the electric lines and is now into the railroad negatives. There is lot of steam in this part of the collection. Jerry is now more than half way through the collection.

Outreach

Through the generosity of our Rochester Chapter members and RGVRM volunteers, quite a number of bicycles have been donated to the Bicycle Ministry at Asbury First United Methodist Church's Dining-Caring Center.

Rand Warner & Co. help operate the Center for the hungry and homeless. They fix up the bicycles and give them to needful guests; to help the guests get to school, work, medical appointments, job interviews, etc.

Thanks to Bernie Cubitt, Steve Huse, Bill Chapin, John Redden, John Stewart, Dick Bean, and others. *RW*

DL&W (the new one)

Chapter member Harold Russell's most recent article is on the DL&W: "The Depew, Lancaster & Western: a modern shortline" in the October 1999 issue of *Railroad Model Craftsman* covering eight pages.

Harold has written many articles for model railroad magazines, mostly on RR structures. However, this one is well illustrated with current operations, prototype photos (19), history, and a map of railroads in Batavia, NY. Included is a suggested model railroad layout to depict DL&W's operations.

The present day DL&W is one of the properties of Genesee Valley Transportation Company, Inc (GVT). David Monte Verde, another chapter member, is a partner in this enterprise.

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.

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.

A Special rate for National Dues is now until the end of the year.

Our Condolences

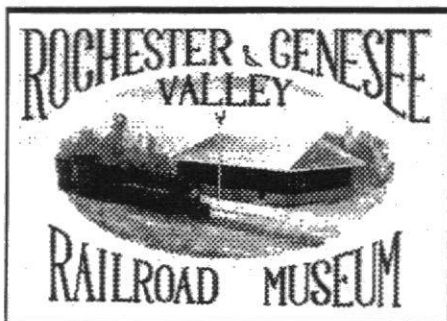
To Dan Waterstraat in the recent loss of his Mother, Dolores, after illness, operations and hospitalization.

Mishap (Continued from Page 1)

Museum at Warehouse Point, CT. In this mishap, the New Orleans car rammed the rear of a stationary open car.

The open car had stopped because the front pole had become unhooked. Unfortunately the New Orleans car's operating personnel were said to have inadvertently turned off the car's air compressor when attempting to change the car's headlight during the process of "turning" the car at the end of the line. Thus, the car's air brakes were inoperative when the stopped open car was encountered.

Damage estimates for the two cars involved in this mishap were not available at the time this report was written.



Rand Warner, Manager, 425-8587

Department of Corrections

The Kodak "Dollars for Doers" grant submitted by and awarded to Dan Waterstraat was for the Ford Industrial fork lift tractor upgrades. The August *The Semaphore* incorrectly reported the grant effort to be applied to the Trojan and Euclid loaders.

Train Operations

Supt. John Redden

The August chapter membership meeting, the 3rd and last of the Summer Series held at the Museum, featured our two Kodak Park RR locos and a freight train.

EKC #9, hauling our new Conrail flat car and the NYC caboose, ran between the RGVVM Depot and the S-curve.

EKC #6 ran light between the S-curve and NYMT.

The two Kodak powered trains, with their yellow locos, met nose to nose to exchange passengers.

What a great operation. Thanks to our crew of John Redden, Norm Shaddick, Jeremy Tuke, Bob Miner, and Dick Holbert for putting on a really fine show!

Track and Right-of-way

Acting Supt. Rand Warner

Rail in Spencerport siding is ready to be pulled out, joints broken, and rails loaded on trailer. Plates and spikes are already taken out.

Rail at Rochester siding is unspiked, and joints are being disassembled. Recent work parties have included Jeremy Tuke, Norm Shaddick, Dave Luca, Bob Miner, John Redden and Rand Warner.

Rail at Brighton siding is essentially disassembled now.

The above three sidings will give us about enough rail to put in our new siding just to the west of the new Restoration Facility at the Museum.

>>>>>

Restoration Facility Improvements

"The Shoemaker and the Elves"

Additional drain lines:

Charles Harshbarger, Bob Mader

Steps and Railings:

Dan Waterstraat, Jim Johnson

No Trespass/No Smoking Signs/ Fire Extinguishers:

Steve Huse

Phone & Phone Line:

Jim Johnson, Scott Gleason & Co., Dick Holbert, Charles Harshbarger

Radio Terminal/Two Way/Two Channel:

Dick Holbert

240V/30A Service Upgrade (Temporary):

Dick Holbert, Jim Johnson, Charles Harshbarger, Scott Gleason, Rand Warner

New Wiring Board for Temporary Service & Breaker Box:

Jim Johnson, Charles Harshbarger

Original Temporary Interior Wiring & Lighting:

Dan Waterstraat

Additional Circuits, Interior Wiring for Outlets & Lighting:

Jim Johnson

Generator/Compressor Trailer for Utilities:

George Knab, Art Mummery, Dan Waterstraat, Jim Johnson

Overhead Lighting Improvements:

Neil Bellenger, Bob Miner

Wiring for Trailer & Breaker Boxes:

Jim Johnson, Charles Harshbarger

First Aid Kits, Detergent, Towel Rack, Safety Glasses, Etc.:

Charles Harshbarger, Jim Johnson

Gasoline Powered Welder & Welding Work Bench (on loan)

George Knab

Diesel Air Compressor & Sand Blaster Set Up:

Rand Warner, Charles Harshbarger, George Knab

Air Compressor Lines & Manifold Splitter:

Charles Harshbarger

Additional Hand & Power Tools Dedicated to Barn:

Charles Harshbarger

Table Saw & Work Bench (on loan):

Dick Bean

Table Saw/Large & 3/4 HP Bench Grinder on Stand:

Carl Englund

Medium Size Metal Lathe:

Coming thru Kevin Klees

Railway Express Truck

Foremen: Dick Bean, Lynn Heintz

Distributor rehabbed by Lynn Heintz.

Floor pan rehabbed and painted by Dick Bean and Hiram Collett, also sliding doors on both sides.

Hood, grill, radiator, and fenders removed.

Wheels redone with primer, paint, tubes and tires.

Temporary REA diamond signs procured.

Rear doors working.

We need some good metal work at the base of the sides of the cargo body. Fortunately, all the body panels come apart - they are put together with screws and nuts instead of rivets!

Electrification

Facilitator: Rand Warner

Using the RGVRM bucket truck, Neil Bellenger & Co. have installed several new span wire assemblies made up by Charlie Lowe & Co. The span wires are going in over the NYMT loading track and the South leg of the NYMT loop between the R&E waiting room and the crossing watchman's shanty. This will be the first section to be electrified. The next effort is the down guys, to be installed by Scott Gleason using the RGVRM auger truck. Then we'll be ready to hang contact wire on the "ears" at the span wires. At that point we can arrange a test run using power from our portable diesel-generator-rectifier.

Neil Bellenger and Rand Warner are working on the new Line Car project, using the former Philadelphia sweeper body recently delivered from Thendara. This car can easily store all our overhead tools and equipment, and can be towed or pushed to a job site where its overhead platform will be put to use.

Jim Dierks at NYMT and crew are working on the roof rehab of Philadelphia & Western Car #161. Next it will get roof walks reinstalled and then trolley poles.

Charlie Lowe and Co. of NYMT are working on an interim set of shop trucks for Rochester City Car #437 so it can be moved about.

Charlie Lowe has measured and tabulated all our grades. This info is useful to our tag power investigation and for other purposes as well.

Down guy anchor assemblies, prepared by Scott Gleason and George Knab, are now being installed. Scott Gleason and Dan Waterstraat installed the first seven on Saturday August 21st, using the RGVRM line crew bucket truck and auger truck at locations staked by Charlie Lowe. Next will come the down guy steel anchor cables from the wood poles to the anchor eyes. Galvanized steel cable for this purpose is already on hand.

Then we'll be ready to string contact wire from the R&E waiting room to the crossing watchman's shanty.

Rochester Lockport & Buffalo Car #206

Bernie Cubitt, Rand Warner and Chuck Whalen have continued painting, cleaning, parts cataloging, resources tabulating and have installed interior cross bracing for reinforcement during the relocation move. Bernie Cubitt and Lyell Caleb, donor of the car, have been cleaning out underneath the car, between the support frames. This will

enable us to better move the carbody off the support frames and onto our trailer. George Knab continues to study our moving options, and recently got some good experience moving a caboose from out of state to the western New York area. On August 26, this car body was moved from Knowlesville to our Museum property.

Rochester Subway Car #60

Our AM and PM Wednesday crews have made great progress in the last month. In addition to the difficult job of getting all seat frames out, and removing ceiling light fixtures, we now have all the interior cork insulation removed. This included side panels next to the seats, and double panel areas between the seats and the floor. The rear destination sign box, the front left sand box, and the right front shroud cover are now removed.

Thanks to our carbarn crew: Rand Warner, Jim Moore, Dave Luca, Bob Van Wanlenburg, Dave Baer, Hiram Collett, Cliff Rogers, Dave Shantz and Bernie Cubitt.

[Editor's Note: In the April and May issues, Rand documented the status of our various 'fleets'. He has updated them and they will appear here in subsequent issues as space permits.]

Freight Car Fleet

Supt. Chris Hauf

MDT Steel Reefer #1

In service. Awaiting painting. Used for public display about Despatch Shops.

MDT Steel Reefer #2

In service. Awaiting painting. Used for miscellaneous storage.

FGEX Wood Reefer

In service. Awaiting siding and paint work. Part of "Fruit Block".

Conrail Flat Car

In service. Dangerous wood decking being removed. Quotes received for new decking.

NYC Flat Car

Out of service. Awaiting frame work, decking and painting.

Kodak Tank Car

In service. Awaiting painting and lettering.

PRR Hopper Car

In service. Awaiting painting and lettering.

Erie Milk Car

In service. Used for storage for CSP&L group.

NYC Caboose

In service. Wood exterior sides and ends being rehabbed and repainted.

B&O Bay Window Caboose

In service. Exterior painted and lettered. Awaiting interior rehab.

Erie Caboose

In service. Exterior and interior rehabbed. Some window work remains.

BR&P Caboose

In major backdating program. Old siding removed from west side and cupola. Interior taken down to wainscoting.

PRR Caboose

In major rehab program. Old steel floor removed. Ready for replacement.

P-C Transfer Caboose

Interior rehabbed and repainted. Exterior awaiting painting and lettering.

Addendum to LV #211 History

by Lynn Neintz

[Editor: Lynn Heintz submitted this extra piece of #211's history to supplement the January 1998 article in *The Semaphore* by John Redden.]

Railroad Model Craftsman, November '98 had an article on building a model of our engine with purchased parts.

I recently received some negatives taken in 1966-67 of 211 in PRR paint as 8445 and 5569.

She was equipped with train phone antenna in Sunbury, PA on 6-22-66. When photoed on Jan. 13, '67 with the St. Mary's turn she had been repainted and did not have the antenna. In Renovo, Sept. 1, '67, she was seen with new numbers (5569) and dirty or faded all ready. Renovo was assigned 30 some RS-3s and 8445 was the only one steam equipped. This was to protect the E-8 on train 580/581 Williamsport to Buffalo. A lot of time was spent with three other plain RS-3s as a set of pushers from Emporium to Keating Summit. After the merger in '68 and until its first retirement in 1969, its time was spent in and around Pittsburg, PA. (LAH; 1-29-99)

Lynn has submitted several other articles. One is on our BR&P caboose history. John Redden sometime ago gave this editor a table of the history of this caboose compiled by Dwight Jones. So in the near future, hope present both to our readers -- Editor

WANTED

Track & R.O.W.

- 80# Dudley rails & hardware
- Relay ties & switch timbers

Bldgs & Gnds

- Small shrubs & flower bulbs

Maintenance of Way Equipment

- Low profile track jacks
- Double action ratchet jacks
- Ballast regulator

Construction & Equipment

- Skid steer Bobcat loader or equivalent
- Hydraulic fluid
- Good useable heavy duty 12 volt batteries

Passenger Equipment

- Cantilever jacks
- Lexan for windows
- Seats for Stillwell coach

Freight Equipment

- Journal jacks
- Tongue and grove wood siding
- Brake shoes

Visitor Operations

- Tour group hosts
- Sunday tour hosts
- Tour host substitutes

Train Operations

- Train crew volunteers
- Track car operators
- Track car operator substitutes

Motive Power

- Locomotive crankcase oil
- Locomotive governor oil
- Good locomotive batteries
- Locomotive brake shoes

Communications, Signals, Power & Line

- Good wood power poles, 35-foot
- Grooved copper contact wire #2-0, #3-0, #4-0
- Insulated, stranded copper #4-0 hookup wire, 600v
- Rail bonds for CAD-Weld #4-0 or larger.

Engineering

- Proportional dividers
- Good transit
- Good level
- Wood and metal stakes

Tool Car & Shops

- Small shaper
- Small planer
- Small joiner
- MIG welder
- Plasma cutter
- Proto Trak or Easy Trak attachment for Bridgeport milling machine

Steam Program

- Modern boiler lagging
- Russia iron boiler jacketing
- Two-inch tube stock, new
- Heavy wall air piping
- Blow down valve

Trolley Program

- Interurban truck set
- Trolley poles
- Marker lights & brackets
- Seat frames & cushions
- Tongue & grove wood sheathing

Thanks to ...

Larry Fennessy for donation of 10 HP International Cub Cadet Tractor with front push blade, utility cart, and aerator attachments, and mower deck. Also a roto-tiller.

Carl Englund for donation of 3/4 HP grinding wheel set on stand, Craftsman table saw with stand, and 23 railroad video tapes from various publishers.

Conrail/Norfolk-Southern for recent donation of 53-foot roller-bearing flat car, delivered for July meeting.

Lynn Heintz for 3 chargers for battery drills, backup power supply, telephone equipment and hardware, wooden organizers for magazines, printer ribbons, and credit card reader.

Gerard Beanchamp for arranging donation of antique, fully operational, 1000-lb capacity platform scale and antique platform hand truck.

Rand Warner for donation of tools, supplies, fixtures and furnishings for *Pine Falls*.

Jim Deane for assorted structural steel and two welding gas tanks.

Bob Barry for loan of heavy wood blocking to move RL&B interurban.

Utica & Mohawk Valley Chapter seeking pledges for NYC #6721

As you may know, the Utica & Mohawk Valley Chapter, NRHS has purchased the NYC 0-6-0 switcher, #6721, from a park in Dayton, OH. The engine is 98% complete with respect to parts, and has been weather-proofed, remarkably free of rust. Since the engine was built by American Locomotive Works in Schenectady and reportedly worked in Buffalo, it seemed reasonable to return it to New York State to be displayed by the restored Utica Union Station.

Pledges are being accepted and can be submitted to the Chapter at P.O. Box 257, Whitesboro, NY, 13492.

Construction & Equipment

Supt. Joe Scanlon

We have several additional pieces of equipment now on our property which will support our VISION for the NORTHWEST QUADRANT:

1. Antique air compressor for stone quarry.
2. Vertical boiler for donkey engine at logging site/sawmill.
3. Antique Bay City shovel (Model 20) suitable for gravel pit area.

George Knab, Dan Waterstraat, and crew are installing a new box on our diesel Army 6x6 truck to create a supper duty dump truck.

A recently arrived 25-ton low boy trailer will permit us to move our heavy tracked equipment between our upper work site and lower storage areas.

We hope to get our newest and most compact fork lift running soon so it can be used in our Restoration Facility. We have so many projects going on that space is getting cramped for our big Ford fork lift.

We're looking forward to a successful checkout and start up of our Caterpillar D-21 scraper pan. This will be just the ticket to support earth moving north of the Restoration Facility.

Through arrangements by Joe Scanlon with NYS/Federal Property Assistance program we have received a D-8 Caterpillar tractor, 2 clam buckets and 2 dragline buckets, a Cat-12 grader is in transit (for parts) and 2 five-ton dump trucks are on site.

George Knab and Art Mummery helped to get the dump trucks delivered. Since their arrival, they have been helped by Dan Waterstraat, Bob Mader and Scott Gleason. The two trucks are now running. One is ready for use and one still needs more work and brake parts.

Using our RGVRM Cat 212 grader, George Knab has rough graded our new and expanded parking lot across from the Depot. After fine grading, it will be ready for stoning.

Much of the construction equipment has been rearranged for a more orderly presentation/display. Like items are grouped together, i.e. dump trucks, cranes, etc.

Annual Picnic

September 11 at Depot

Notify Rand & Marge Warner by calling 425-8586

Mechanic of the Month Award Goes to ...

Congratulations to **Dan Waterstraat** for a very professional job of reconditioning the Chapter's Ford 4000 fork lift. It now sports a 12-volt starting system, a new alternator, new wiring, new dashboard instruments and a new ignition system. Dan obtained a monetary grant from Eastman Kodak through its "Dollars for Doers" program and the Chapter now has a very dependable machine because of it. Nice job, Dan! JS

Want to Learn How to Weld?

John McDonald has offered to hold training sessions for members who would like to learn cutting torch and welding techniques. Call John at 924-7917.

Want to Learn How to Drive a Dump Truck?

With the arrival of 'Fred' and 'Barney' reported elsewhere in this issue, we will be looking for dump truck driver volunteers. Joe Scanlon will be offering a formal training program to put YOU behind the wheel of one of these monsters. Interested? See Joe Scanlon or call him at 392-8841 to sign up!

E for Examination

How do we measure up to our Visitors? Do we impart to them:

- Education
- Enthusiasm
- Energy
- Excitement
- Enjoyment
- Entertainment
- Exuberance

Tioga C. NY to celebrate 150th Erie Anniversary

The Tioga County Historical Society, Owego, NY, is sponsoring a celebration of 150th anniversary of the arrival of the New York & Erie Railroad to Tioga County on September 18, 1999.

Besides displays and lectures there will be a 3-hour train ride on the Tioga Scenic Railway between Owego to Berkshire and return.

Contact: Tioga County Historical society, 110 Front Street, Owego, NY 13827 or e-mail: tiogamus@clarityconnet.com.



Meet "Fred" & "Barney"

by Joe Scanlon

"Fred" and "Barney" are named after "The Flintstones" cartoon for Fred Flintstone and his pal, Barney Ruggles. 'Fred' and 'Barney' are five-ton ex-military dump trucks that were acquired through the New York State Office of Federal Surplus Property. These trucks will be invaluable in our earthmoving program up by the new Restoration Facility.

Joe Scanlon learned that these trucks were available from one of our visitors to the museum and Joe and Art Mummery went to a military storage facility in Ransomville, NY in Niagara County and inspected the trucks. What they found were two five-ton dumps that need a little work, but the price offered to us by New York State was very reasonable. Art Mummery and his wife, Zola, went back a week later and helped

load the trucks on Mendon Enterprises tilt bed trailer and they were hauled to the Depot. Since then, Art has tinkered with 'Fred' and 'Barney' and has both of them running and one of them ready to go to work. The other one needs a brake job before it can be put on the ready line.

What we wound up with for our efforts are two very heavy-duty ten wheel off-road type dump trucks, equipped with turbo-charged diesel engines in good running condition. While they both need cosmetic type items such as windshield replacement and headlights, they are very useable for our off-road hauling needs. 'Fred' and 'Barney' will help make us even more efficient in our heavy construction efforts!

Our very sincere thanks to Art and Zola Mummery for spending a day on the road in order to get these trucks to the Museum. Thanks again to Mendon Enterprises for making a timely and affordable move for us.

Chapel Car Conference

Did you know that several religious denominations at one time used specially designed railroad coaches for "spreading the word"?

A week long seminar (October 10-17) is scheduled at Green Lake Conference Center, Wisconsin, the home of chapel car "Grace", one of three remaining chapel cars. There were about 13 chapel cars, that between 1890 and 1940 served as temporary Sunday Schools and churches for Baptist, Episcopalians and Roman Catholics in hundred of railroad towns in thirty western states.

Although the Conference is sponsored by American Baptist Historical Society other dominations will be represented. Several noted authors are invited including John H. White, Jr. author of *The American Railroad Passenger Car*.



Editor's Corner

There were a few extra spaces in the August issue. My computer crashed, and not wanting to take chances on another by shifting articles around, we for the final printout. Consequently, the special event NYMT held on Sunday, August 29 on the issuance of the "All Aboard" commemorative stamps didn't make it.

Harold Crouch, Bill Heron, Lynn Heintz as well as holdovers from Rand Warner, await the future.

Would like to see more submissions on local railroad history.

Trip Report

South Simcoe Railway

Reported by Bill Heron

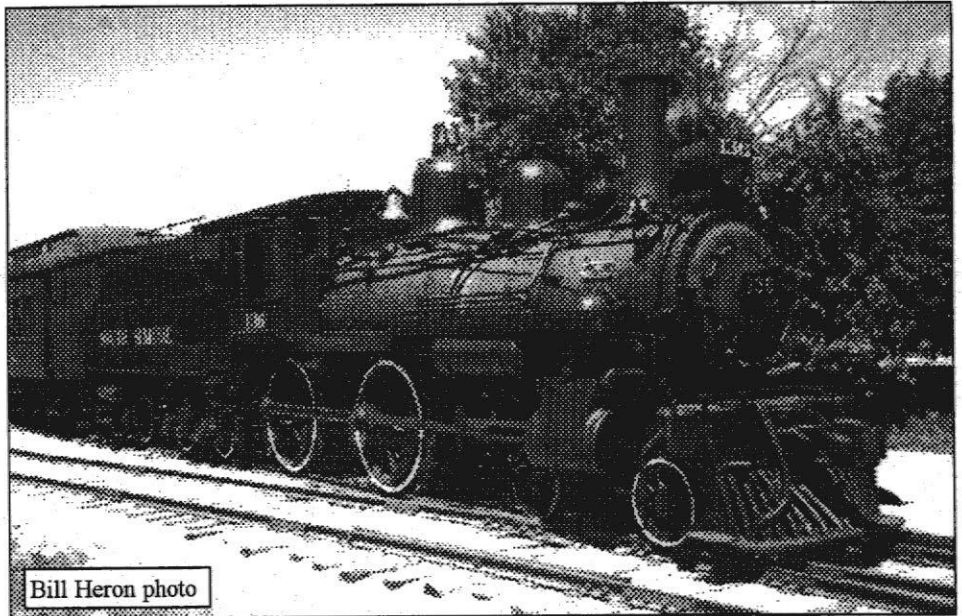
If you happen to be in the vicinity of Toronto and you have a yearning to smell a coal fire and get cinders in your eyes and hair, I'll point you toward the South Simcoe Railway. This is a pleasant, well run tourist operation sure to please a steam fan or anyone else who likes the feel of steel wheels on steel rails.

The day I was there the motive power was supplied by one of the oldest operating steam locomotives in North America. Number 136 was built in 1883 by Rogers in Paterson, NJ for a line which eventually became part of the Canadian Pacific. In 1914, #136 was rebuilt by the Montreal works. Today, the engine is much as it was way back then at the start of WWI. The wheel arrangement is 4-4-0, which we might call an "American" type, but which on the South Simcoe is carefully referred to as an "eight wheeler".

Three cars of 1920's vintage, all restored and in fine condition were in the consist. The first was a former Canadian National combine, adapted to handle persons in wheel chairs or otherwise with special needs. Two coaches followed, the first was ex-CP and had been used in Montreal commuter runs. The second has a special distinction; it once was used on the Toronto Hamilton and Buffalo, and is said to be the only piece of TH&B passenger equipment still in existence.

The ride is five miles each way, from the town of Tottenham, Ont. to the town of Beeton. Look at your map closely; these are in small print. The view out the window is quite pleasant, no "green tunnel" here. Most of the time the train passes fields where crops such as corn are grown or pastures where cattle graze. The country side is rolling in nature and a good part of the line plays tag with Beeton Creek, not a very prepossessing waterway in July, but said to present a flood hazard every spring.

In spite of its diminutive size, #136 handled the load very nicely. Speed at best is in the 15-20 MPH range, but I sensed that the trackage was the limiting factor. Canada has gone metric as far as highways are concerned. Distances are given in kilometers and speed limits are expressed in KPH, which provides a bit of a start until you realize that 100 KPH translates to 60 MPH. On the South Simcoe, however, it's still the good old days, miles and miles per hours.



Bill Heron photo

In addition to the trainset in use on the day of my visit, the South Simcoe has two other goodies. There is a second steamer, #1057. A mere stripling, this 4-6-0 was built in 1912 for the Canadian Pacific. I was told that it shares train pulling duties with #136.

The other goodie is the "Nottawasaga", South Simcoe's executive car. Formerly it was the president's car on the Ontario Northland, where its name was "Tamagami". I was told that the interior is richly furnished in the rococo style of bygone days; I'd love to have been allowed a peek, but the car is used only for business meetings and the public is not allowed inside.

As tourist lines go, the South Simcoe is one of the better ones. Don't miss it if you get anywhere near it and have some time to spare.

Useless facts - but interesting

Average speed in mph of:

Ferry boat: 7.2

Trolleybus: 7.5

Transit bus: 13.5

Light rail: 14.3

Demand-response vehicle* 14.7

Heavy rail: 20.7

Human running: 27.89

Commuter rail: 33.1

Racing greyhound: 39.35

Indy 500 winner in 1911: 74.59

[*Bridge Line Historical Society Bulletin*, July, 1999]

* What's a Demand-response vehicle?

A Shortline Railroad Goes "Candid Camera"

The Arkansas and Missouri RR has or will equip all 18 of their units with night-vision video cameras, with recorders, mounted on the front and rear of their locomotives. Besides safety in operations, they will monitor grade crossings and for graffiti artists. The \$2,500 cost should reduce the \$250,000 to \$500,000 the shortline now pays annually to clean defaced railcars.

Their system will be marketed to other shortline systems. [*Gondola Gazette*, June 1999]

"Phoebe Snow" 50th Anniversary

The Susquehanna Valley Railway Historical Society in Binghamton wants to locate any parties or organizations planning to observe this year's 50th anniversary of the inauguration of the Lackawanna RR's *Phoebe Snow*. The Society is planning local events, but is interested in what others are planning. Contact person is: John Goodnough, Box 2415, Binghamton, NY 13902-2415. [*Leaky Valley*, May 1999]

Golden Spike Tower Proposed to Overlook RR Yard

North Platte, Neb. has plans to build the Golden Spike Tower, a \$3-million, 15-story edifice shaped like a railroad spike. The view from the top will overlook the world's biggest and busiest rail yard - Union Pacific's Bailey Yard, the size of 2,800 football fields and holds 10,000 freight cars. [*Wall Street Journal* via *The Michigan Railfan*, July-Aug 1999]

The Semaphore

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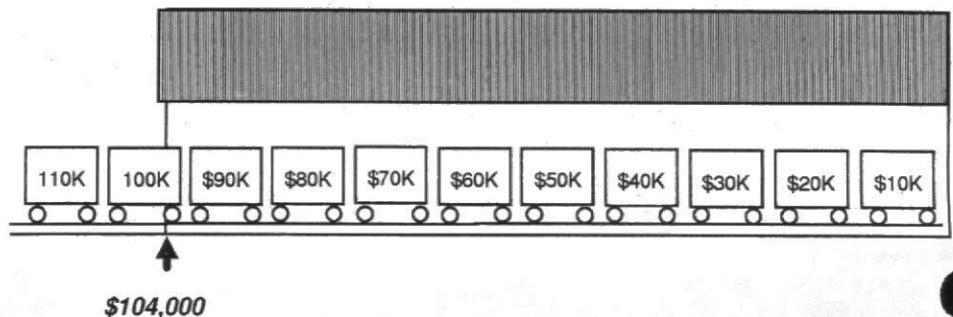
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The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise – the building moves rather than the train – easier to do!



InterNet (World Wide Web) address:
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