



The Semaphore

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

October 1999
Volume 42, No. 2

Program for October 21 Meeting:

Fallen Flags

by Bill Reddy

Bill Reddy is Vice President and Historian of the Pittsburgh, Shawmut & Northern Railroad Co. Historical Association, Inc.

Included in this slide program will be views of the Rochester Branch of the Pennsylvania Railroad, the Buffalo, Rochester and Pittsburgh (later Baltimore & Ohio) and, of course, the Pittsburgh, Shawmut & Northern Railroad.

The business portion of the meeting starts at 8:00 PM. The program starts about 9:00 PM. As usual, Don Wawrzyniak will have the "store" open and most likely will have some new additions.



The first trip of the 1999 Fall Foliage Excursions began on September 26. This year, two engines, front and back, pulled the five coaches and power/store car in a pull-pull fashion. This eliminated the run-around of a single engine at Newark for the return trip. Patronage for the first two trips was better than last year; the second trip was sold out!

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.

Fall Library Hours

Monday, October 25

7:30 to 9:30 PM

Library has a phone! --- 872-4641

Outreach

Young Railfans

Dale Hartnett's "Young Railfans" Scout Explorer group has been very active over the summer, with off-site trips to area points of railroad interest, and a great deal of good work on the RG&E #1941 diesel loco rehab project.

PS&N

The Pittsburgh, Shawmut & Northern Railroad Co. Historical Association, Inc. attended our Chapter Picnic, manned a sales table of PS&N memorabilia, and donated 10% of the proceeds to our Chapter. Thanks to President Bill Reddy and Co.

Operation Lifesaver

Bob Miner and Dave Hulings are coordinating with Sandy Saracen, General Manager of Ontario Midland RR, for a series of Operation Lifesaver trips on OMID for area school children. RW

1999 Picnic

Good weather prevailed for this year's picnic on September 11th enjoyed by a good crowd of at least 70 or more.

Operations featured four separate locos and crews: LV #211, Army #1843, NKP #79 and EKC #9 - our four largest diesel locomotives.

Also featured was video in the Depot and the Pine Falls, the RL&B waiting room, RL&B interurban #106, and recently arrived construction equipment.

Thanks to our cooking crew led by Rick Israelson, our operations crew led by John Redden, and our setup and cleanup crew led by Marge Warner and Jan Dittmer.

Profits from the Picnic of about \$200 will go into the STEAM FUND. RW

Chapter Store at Batavia Show

The Chapter will have a table at the upcoming Batavia model railroad show on Sunday, November 7. On display will be merchandise from our "store". Past sales at this show have been excellent.

The show runs from 9:30 to 3:30 at the Batavia Downs Race Track.

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. JS

Want to Learn How to Drive a Dump Truck?

With the arrival of 'Fred' and 'Barney' reported on last month, 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! JS

Depot Guides for October:

Sunday, Oct 3:

Noar Wallach, 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.

In Memoriam

Charles M. Knoll

Our long time Chapter member, Charles Knoll died on July 31. A former resident of Spencerport, he was a chemical engineer and worked for Dupont in their photographic operations, and for Pfaunder Company on glass-lined equipment.

His interests were archeology, often assisting in "digs", nature, Native American history, and of course railroads.

At our Membership meeting on September 16, Don Shilling announced his death and asked for a moment of silence.

Charlie arranged storage for our B&O baggage car/tool car at Pfaunder's while he worked there, prior to delivery of the car to our Museum site.

Charlie had great, infectious, enthusiasm. He authored the Chapter's second book publication, "Water Level Route", which has been printed twice.

Charlie is also author of the substantial work "Go Pullman", about George Pullman and the history of the Pullman Co. Charlie gave the Chapter exclusive sales and distribution rights to this book, from which we are still benefiting.

Although Charlie had lived in California since 1979, he continued his membership and support of Chapter activities, and was always interested in the growth and progress of the Chapter when he was back to Rochester visiting friends and family.

Our condolences to Charlie's wife and family in their loss.

Track Car Operations

by Jeremy Tuke 359-8944

The operating portion of the joint NRHS/NYMT museum is coming to a close the last weekend in October. Thanks go out to the 27 members who volunteered their Sundays (and a few Saturdays) to help make our unique museum experience a memorable one for our visitors. Thanks especially to Dave Soble for his assistance in scheduling operators for the multitude of weekday group tour operations, and for those operators who made themselves available to operate the track cars for the weekday group tours. The group tours account for nearly half of the museum admissions and are a very important part of the museum operation; without our dedicated operators the overall visitors' experience would be seriously lacking.

This year's season has involved twenty seven weekend days of operation and an approximate average of three days a week for the group tours. There were usually 10 round trips for each weekend day, which means that the track cars made a minimum of 270 round trips this season! Counting both sets that's over 500 round trips made by our track cars (and crews) this season.

None of this would have been possible without the talents and capabilities of those who worked to keep our equipment in good, safe running order throughout the season. Thanks especially to Norm Shaddick, Bob Mader and Bob Miner. And thanks go out also to Charlie Harshbarger for keeping the fuel supply "topped off". Thanks also to the NYMT volunteers for their efforts this season!

Looking ahead to the year 2000 season, we will be needing YOUR help to make the millennium season as safe and successful as the 1999 season. Over 40 people started the season in the training class this past year, but only 27 actually qualified and operated this year. It is hoped that more of you will be able to get involved for the next season. Look for the Y2K training schedule in the February 2000 edition of *The Semaphore*, and thanks again to everybody for making 1999 a safe and successful operating season!

Russell and Shilling Collaborate on article

Harold Russell has written an article about Don Shilling's well detailed dioramas that Don is famous for.

It appears in the current issue (October) of *Mainline Modeler*.

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.

Membership Report

Chris Hauf, our Membership Chairman, is *still* 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.

His duties as President, with committee meetings and work on various projects, leaves little time to adequately support this function. Call Chris at: 381-8583.

Shilling releases book on area amusement parks

Our historian, Donovan Shilling, lives with history! He is not only is our Chapter's Historian, but also gives annual lectures at the Rochester Museum & Science Center series of educational classes.

His latest is a new book entitled "Images of America: Rochester's Lakeside Resorts and Amusement Parks. Within the 128 pages you will find over 200 photos all of excellent reproduction.

The books retails for \$18.99 at local stores. BUT he offers a special price to chapter members: \$15.00 — and he will autograph each purchase.

George Knab in Hospital

George Knab is in Park Ridge Hospital recovering from a stroke.

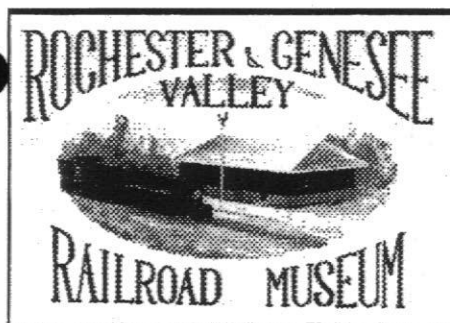
Word is that visitors are permitted, and cards are certainly welcomed.

The hospital's address is:

Park Ridge Hospital
1555 Long Pond Road
Rochester, NY 14626

George is our Chief Operating Engineer handling all sorts of our construction equipment, its maintenance, and solving our many, many associated earth and equipment moving projects.

We wish him a speedy recovery!



Rand Warner, Director, 425-8587

Communications

We can do virtually anything we can set our minds to if we can communicate it to ourselves and to others.

Technology and time and even money are less critical than communications to our success.

If we can envision it, articulate it, and communicate it, then we can probably achieve it.

How do we communicate to and amongst ourselves?

1. Membership Meetings
2. Trustee Meetings
3. Committee Meetings
4. *The Semaphore* newsletter
5. Project Meetings
6. Transitown Meetings with NYMT
7. Talking together while we're working
8. Discussions together while we're eating
9. Monthly Museum Operations Meeting
10. Lunch meetings with Committee chairmen.

How do we communicate with others?

1. *The Semaphore* newsletter to other chapters
2. *The Semaphore* newsletter to benefactors
3. Articles in local newspapers
4. Exposure on radio and television
5. Contacts with local governments
6. Contacts with local industries
7. Contacts with local railroads
8. Interactive Web Site on Internet
9. Letters to supporting organizations
10. Talks and programs to community groups
11. Brochures, pamphlets and flyers
12. Annual Reports

Vision for Four Quadrants

1. General:

We are now taking our plans and proposals to higher level contacts in our NYS government at Rochester and Albany, aiming for long term land use agreements.

2. Northeast Quadrant

Mgr.: Dave Luca

Additional trackage options and routings have been identified by Rand Warner, Charles Harshbarger, Mike Dow, Walter Morey, Jim Johnson and others. Line side dioramas/backdrops are under discussion by Dave Luca, Chris Hauf and Dale Hartnett.

3. Northwest Quadrant

Mgr.: Joe Scanlon

We now have antique air compressors and a stationary steam engine boiler, donated by Dave Lanni, to support our antique stone pit, sand pit, gravel pit, and saw mill. We are also accumulating data on ice operations for our ice pond - to generate block ice for our reefers.

4. Southeast Quadrant

Mgr. John Redden

We are locating additional steam locomotive terminal equipment, water towers, water plugs, ash pits, drop pits, machine tools, etc., with everyone's good help and inputs.

5. Southwest Quadrant

Several preliminary track routes have been located by Rand Warner to get our tracks down to the intersection of the old LV RR ROW with the Genesee River.

6. Depot Hub

Several options for connections have been discussed by Larry Fennessy, Rand Warner, George Knab, Larry Marmet, Don Shilling and others.

Trolley #206 Is Ready to Travel

A happy and proud moment for Bernie Cubitt as his Trolley #206 project is ready to leave Knowlesville for Rochester.

(Rand Warner photo)

Humorous Epitaphs In Georgia Cemetery:

I told you I was sick

[From *Ancestry Trails*,
January 1999]

Line Car C-143

Foreman: Neil Bellenger

We are getting multiple blessings out of this project already. The freight trucks will be moved to Webster for use as shop trucks when we change out axle sets on our Excursion Train set. The sweeper brooms have already been transferred to NYMT to support their sister sweeper #C-130 from the same series. Mechanical drive parts from under the car body will also go to NYMT as spares. We will get to use the two traction motors.

The Electric Dept. has chosen a yellow body with black trim color scheme for this project. Paint and primer is already on hand and paint scraping and priming has been started.

To get this car into useful service quickly, to support our joint RGVRM/NYMT Electrification Project, we are considering putting the car body on a regular flat car. This would leap frog the car quickly into service. It could easily and safely be pushed or pulled by a locomotive or Track-Mobile. By using a flat car that is longer and wider than the sweeper body, people can walk all the way around the car body on the flat car deck.

Neil Bellenger has removed a large quantity of interior items no longer needed on the car, and Rand Warner is working on prep and painting of the car ends.

Next, we will be cleaning all remaining extraneous hardware off the underbody of the car so it is a smooth surface.

This car body will easily accommodate all our needed overhead wiring supplies and tools, and will also support a raiseable platform to work on the overhead.

Now what we really need is a decent 50 or 53-foot flat car.



Picture this**An Army Train**

Dave Luca has suggested the possibility of a prototype Army train.

We already have an Army engine -- our Fairbanks-Morse #1843 from Seneca Army Base.

We already have several pieces of Army construction equipment, including a crane, cargo truck, trailers and bulldozer.

Now all we need is an ex-Army flat car so we can load the equipment on and haul it to the job site with the H12-44 Fairbanks loco.

Who's got the flat car? An Army self-loader would be ideal!

Heavy construction equipment transported by rail for the military could be another theme for our visitors -- showing the tremendous importance and impact of rail transport to the WW-II war effort.

Moving heavy equipment by our own rails, to our own job sites, and using our own motive power, may fit right in to some aspects of our Four Quadrants VISION construction activities.

— & Picture These

- A Fruit Block Extra, loaded with produce from our farm, and protected with ice from our pond.
- We could probably work out something with a cattle car, livestock, and loading pens -- together with BOCES.
- Hay might be something else we could ship from a source, to BOCES in this case, using a box car.
- All of the above would fit in with our concept of line side industry/working-dioramas for the visiting public.
- We already have some of the pieces to pull off these demos -- the rest is up to our ingenuity and imagination.

Thanks to Mark Pappalardo, Dale Hartnett, Dave Luca, Chris Hauf and others for a continuous flow of creative ideas.

Uhh!?

Saturday's *Democrat and Chronicle* (Oct 9, page 5B under "Millennium 2000 Milestones" about the City's 100th birthday) states: "The DeWitt Clinton, loaned by the New York Central Railroad, set a world's record of 112.5 miles per hour in 1893 on its Rochester to Albany run."

I always thought it was Engine #999, pulling the Empire State Express, set the record between Rochester and Batavia.

Windows, Windows, Windows

Seems like we have a never ending need for new windows. Fortunately, we have some very talented members in the Chapter.

Bill Limburg has made windows for the Erie caboose and NYC caboose (and Penn Central, too?)

Bernie Cubitt has made 42 windows for the Erie Stillwell coach and is now starting on the upper/outer sash windows for Subway Car #60.

The RL&B #206 Interurban and the Sweeper/Line car will be the next window projects.

If you can help on this, too, please let us know. We never have too much help, and this would be good project to work on at your home at your own pace.

Bus terminal update

Rochester residents have been reading about a proposed bus terminal on a side street just off main street downtown. The Rochester-Genesee Regional Transportation Authority and the County Executive are for it; the Mayor and US Representative Louise Slaughter are neutral or against. A poll of bus riders seem to be negative; they prefer the monies be spent on additional buses or routes.

The state approved \$2 million for the terminal; the US House bill is for \$1 million.

Taking a different stand is Empire State Passenger Association (ESPA) and the Rochester Rail Transit Committee (RRTC). Their proposal is to incorporate Greyhound and Trailway buses, along with Amtrak, in a Rochester Regional Transportation Center, similar to the recently opened facility in Syracuse. That would free up the current intercity bus terminal at Mid Town for local buses and park-and-ride buses. Some park-and-ride buses would layover at the new Transportation Center. [*The ESPA Express*, Sept/Oct 99]

Operation Life Saver

- The Ontario Midland Railroad, with Chapter's train set, will be running two OLS trips for local schools: one with Wayne County, the other with Monroe County children.
- The Lake Shore Chapter provides local schools Teachers' Guides to emphasize importance of railroad safety, such as playing near the tracks.
- Promontory Chapter in Utah carries articles on Operation Life Saver information every month in their *The Golden Spike*.

WANTED**For Excursion Car Set Rehab:**

- ☐ TrackMobile or equivalent
- ☐ Cantilever jack set
- ☐ Dedicated crane
- ☐ New windows

For Trackwork Expansion:

- ☐ Relay ties and switch timbers
- ☐ 80# DU rail and switches
- ☐ 80# DU bars, plates, bolts
- ☐ Crushed stone ballast #3A

For RL&B Interurban #206:

- ☐ Trolley poles, bases and retrievers
- ☐ Marker lights & brackets
- ☐ Pilots, couplers, swing & mounting brackets
- ☐ MCB trucks & motors 50-100hp
- ☐ Seats, cushions and brass baggage racks
- ☐ Light Green stained glass for transoms

Hi-Rail gear or parts - Any type:

- ☐ Single Axle
- ☐ Double bogie

Construction & Equipment:

- ☐ Skid steer loader

Thanks to ...

Charles Harshbarger for more storage cabinets in Engineering Area.

Ron Amberger for contacts on machine tools for Restoration Facility.

John Stewart, Dale Hartnett and Darren Baun for inputs to our data base of available railroad artifacts for area/regional railroads past and present.

Jim Johnson for more goodies for Tool Car and Engineering Area.

Dan Waterstraat for engineering the donation of heavy equipment--loader on rubber and donation of 4x4 truck and other items.

Dick Bean for arranging donation of small crawler loader and small dozer.

Hiram Collette for donation of brakeman's lantern, B&M sign, 10 gallons of asphalt coating in pails, and grease gun for NYC F-7 diesel.

Bob Neale for donation of steel battery box, crossing signal lamps and assorted track hardware.

[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 and in subsequent issues as space permits.]

Motive Power Fleet

Supt. John Redden

LV #211 Alco/EMD RS-3m

A large army of RGVRM volunteers was enlisted to move the loco from the head of the freight train display at NYMT, down to our RGVRM yard. Four new batteries have been installed and other service work performed so this loco can run again. WE should hear that EMD prime mover "chanting" before the end of August. (See Picnic)

Army #1843 FM type H12-44

Was recently refilled with about 500 gallons of diesel fuel and biocide to prevent "bugs". Running good and in service.

KPRR #6 GE 80-ton Center Cab

Was refilled with about 200 gallons of diesel fuel, plus biocide. Running good; in service.

EKC #9 Alco RS-1

Running good. In service for "Diesel Days" and the Picnic.

NKP #79 Alco S-4

Running good, In service for Picnic. Refilled with about 400 gallons diesel fuel, plus biocide. (At owner's expense)

RG&E #1941 45-ton GE Center Cab

Getting lots of attention from RGVRM and Young Railfans volunteers. Both sets of trucks now cleaned, prepped, primed and painted. Both end hoods scraped and primed. Work underway on cab and platforms. Main reservoir and some piping removed. Search for replacement batteries underway. Authentic RG&E paint available. Replacement RG&E decals on hand. Replacement heavy wall air piping in procurement, fabrication, and installation. >>>>

Leatherstocking Warps Up First Season

The Leatherstocking Chapter, Oneonta, NY, operator of the refurbished Cooperstown and Charlotte Valley Railroad prepares to wrap up its first season. All went very well, although ridership was not at maximum capacity.

Your editor believes that this Chapter runs several daily trips on this excursion line, relying on the tourist trade from Cooperstown. Has to be a scheduling nightmare for an all volunteer group. [Museum News, Third Quarter 1999]

#1 Blue Army TrackMobile 5/TM

In service. Running good. Used to move in recent flat car donated from Conrail. Was a great help during past year of restricted operations on our hill track at washout area.

#2 Blue Army TrackMobile 5/TM

Getting engine attention and rear brakes service. Engine out.

RG&E/KPRR TrackMobile 5/TM

Motor good -- may go into #2 blue unit. Transfer case bad. May be able to replace from yellow unit or from other available local stock.

Yellow Army TrackMobile 3/TM

Not running. Being used for parts as applicable. Transfer case may fit RG&E unit.

Steam Loco #12 Vulcan 0-4-0T 45-ton

Flues being cut at both ends preparatory to removal. All parts relocated to storage in "steel safe." Restoration plan published. Contractors in evaluation.

Heisler Fireless Steam Loco 0-4-0 50-ton

Steam dome being disassembled to permit interior inspection of pressure vessel. Restoration plan published. Contractors in evaluation.

Thanks to our Engine House Crew:

John Redden, Dick Holbert, Jim Johnson, Charles Harshbarger, Bill Chapin, Bob Miner, Dave Luca, Dale Hartnett, Chris Hauf, Neil Bellenger, Dan Waterstraat, Ron Amberger, Kevin Klees, Dick Luchterhand, Jeremy Tuke, Norm Shaddick, Rand Warner, Doug Vereecke, Kevin Herzog, Brett Hendershoot, Nathan Dunn, Eugene Redden and others.

NRHS/NYMT line crew drilling hole for pole near NYMT barn lead switch. Team included Scott Gleason, Matt Gleason, Dan Waterstraat, and Charlie Lowe using the RGVRM Ford F-750 auger truck.



(Rand Warner photo)

National NRHS Grants

As you know the Rochester Chapter received a \$3,000 grant towards stabilizing our two-caboose library.

The other grants announced at the National Convention were:

Lehigh Valley Chapter, \$1,000

The Midwest Old Thresher, \$5,000

Friends of 261, \$4,000

Beaver Valley Junction Chapter, \$1,000*

Hartford, Vermont and White River Junction Chapter, \$3,500

Ulster & Delaware Railroad Chapter, \$2,500

The grant program received 28 requests totaling over \$108,000. They were able to grant seven awards. Including this year, 44 grants have been awarded totaling \$103,680. [The Trainmaster, Sept. 1999]

*Beaver Valley will use their grant to preserve B&O's UN tower in New Castle (PA). The first story has been lifted onto the new foundation. [The Lake Shore Timetable, Oct. 1999]

Plymouth Locomotive reorganized

The old Plymouth Locomotive Works (Fate-Root-Heat Co.) in Plymouth, Ohio has been combined with Ohio Locomotive Crane Co. by parent International Tug & Tote Co. The new Company will be known as Ohio Industries, Inc. and will be located in Bucyrus, Ohio. Plymouth is well known by railfans as the builder of thousands of industrial "critters". [Headlight & Markers, August, 1999]

Library Report

by Charles Robinson, Chairman

The library will be open on Monday night, October 25 between 7:30-9:30 PM for general use by members. In November, the library will open the evening of November 22 with the same hours. Usually the library is open every Monday night for staff work and can be used by the members at that time. However check with the chairman Charles Robinson at 377-4245 to be certain that the library staff will be present on the other Mondays.

The lower skirting on the front of the library has been replaced by a substantial plywood structure thanks to the efforts of Dave Luca and Bob Miner. Jerry Gillette has almost completed (only a few hundred remain) the heroic task of recording on the computer the listing of the 3000 Woodbury negatives. Gale Smith is working on arranging our collection of employee timetables, rulebooks, time books, manuals and other employee oriented materials.

Gordon Fewster and Jerry Clancy have donated more railfan periodicals that have been added to our periodical shelves. The former has made it possible to update our 1998-1999 Trains, Railpace and Railfan magazines and the latter has added some rare 1940's including the starting issue of Trains Magazine. Clancy also given some of the hard to find Kalmbach photo albums among other items. The chapter appreciates these donations.

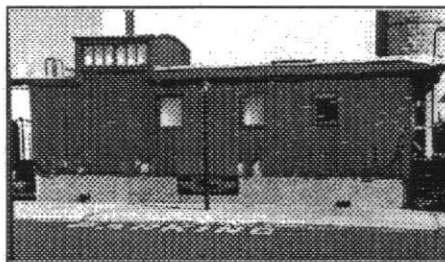
The next important issue for the library is preparing the building for winter. There are openings in the remaining Styrofoam insulation boards that have served as skirting on the building. This needs to be attended to keep down heat loss and prevent the water pipes from freezing. In addition one of the window sills that has disintegrated and disappeared needs to be replaced. The other important issue that still remains to be solved is the disposal of the surplus magazines, mostly Trains.

See you at the library!!

Attention: Other Non-Profit Archives

After filling our needs, our library has surplus magazines, which may go to the dumpster if they can not find a new 'home'.

If your library/archives is looking for particular issues, please contact, with details: Mr. Charles Robinson, 101 Brentwood Lane, Fairport, NY 14450-2226 (716-377-4245); email: c2robinson@aol.com.



Our caboose library with its new plywood skirt. The two dark spaces are where the truck springs emerge; the white "spots" above the skirt are deteriorated siding, next up for replacement.

Shilling has organized our historical collection

Don Shilling, Chapter Historian, is continually organizing — and documenting — past and current activities of the Rochester Chapter.

As an example, each year of the Chapter's newsletters are collected in binders.

It is interesting to look back through these issues. In the 50's, the Chapter's principal activities were taking short and extensive railfanning trips, sometimes with neighboring chapters. This was the period when steamers were being phased out, so many of the trips were arranged to be pulled by steam engines. Also you could easily arrange a trip with a railroad by just a phone call!

We were not "collecting" yet, nor had a "home".

In 1952, the newsletter carried the masthead "Genesee Valley Bulletin Board" (Haven't found out yet when the title was changed to "The Semaphore".) The unknown editor was at liberty to editorize. He frequently took aim at Mr. Lang of the then Rochester Transit Corporation. Also, it appears that there was public sentiment against the B&O's coal transfer operation on the Genesee River. Guess the noise disturbed neighbor's sleeping. Haven't read enough to know if any action was taken, but do remember when your editor moved to his house on Seneca Park Ave in 1968, the coal trestle was still in operation and one could hear the coal being dumped. Soon after, the operation was closed.

Has NYC's 0-6-0 arrived?

The Utica & Mohawk Valley Chapter has received the tender, via truck, of NYC 0-6-0 switcher. The arrival of the engine, via rail, was expected in September. The locomotive will be displayed near Utica's Union Station.

Donations are welcomed.

Trip Report

AMTRAK: Rochester-Syracuse Round Trip

By Bill Heron

Recently I decided that the time was ripe to introduce my grandson Kevin, almost seven years old, to travel by train. Naturally he already had visited the NYMT/RGVRR operation and had enjoyed riding on the track car. (His favorite thing at the museums is the "Pine Falls"; the idea of beds on a train is quite impressive.) In addition he has experience the tourist railroad on Cape Cod, but never a "real" train.

Providing a very clear clue as to a seven year olds priorities, when I broached the subject of a ride on Amtrak his only question was "Will there be food?" Assured that food was included, he gave his assent.

Having checked the time table, I called Amtrak and ordered tickets. I chose "Empire Service" train 286 for our trip to Syracuse. Our return was aboard the "Maple Leaf", train 63. Since this was a special occasion it seemed appropriate to opt for "Business Class".

We arrived at Rochester's Amtrak station in plenty of time for 286's scheduled departure at 9:57 AM. I checked the board and learned that our train would be ten minutes late. I wondered how ten minutes could be lost between Buffalo and Rochester. At about 10:10, 286 came round the bend and we entered the first car, a combination Business Class/snack bar facility. Than goodness we were close to the food!

Once under way familiar landmarks began to flash by, the Goodman Street yard, Culver Road, Winton Road, Penfield Road, East Rochester and Fairport. It was a smooth ride and our Business Class seats were quite comfortable. Kevin checked out everything, the recline mechanism, the reading lights, and the drop down tray, "just like on an airplane". His only question was "what happens if the train falls off of the tracks?" I tried to weasel past that one by assuring him that trains tended to stay on the tracks, but he persisted. So I told him that if the train fell off the tracks, we might get a bruise or tow, but basically we would be fine and that lots of good people would come to help us. I also showed him the emergency exit window opposite where we were sitting. He seemed interested in trying that out.

Very soon we arrived a Syracuse's brand new Transportation Facility, a depot shared by Amtrak as well as Greyhound, Trailways and perhaps other bus lines. Soon the local

(Continued on Page 7)

AMTRAK

(Continued from Page 6)

commuter line OnTrak also will service the Transportation Facility. Beyond the facility, OnTrak will proceed a short distance further to the gate of P&C stadium where the Syracuse Sky Chiefs baseball team plays. I thought about how successful the powers that be in the Syracuse area have been over the years tin prying money from the state and federal governments to get good things in contrast to the bickering bunch of politicians in the Rochester area who have trouble agreeing on what is needed much less successfully going after it.

We bought lunch in the depot. I had a tuna fish sandwich. Kevin opted for a Three Musketeers bar. Only a grandfather could get away with this. Then, following Kevin's lead, the terminal was thoroughly explored both inside and out. We had plenty of time since the "Maple Leaf" was marked up as twenty-five minutes late. The best part of the wait was watching several freight trains zoom past the station platform.

As predicted the "Maple Leaf" came in at about ten past one and we once again sat up front in the big seats. Having explored the rest room on our car on the trip to Syracuse, Kevin naturally needed to check out the rest room on our car on the "Maple Leaf". He reported that there were no significant differences.

Soon we were back in Rochester, happy travelers, not particularly weary from our trip. I wondered how this experience will affect Kevin. Will it make him more likely to travel by train when he gets older? Will it increase his interest in steel wheels on steel rails? Only time will tell what fruit may come from the little seed that was planted.

Train Dispatching -- Not quite just another desk job!

by Dan Cosgrove

Years ago, when I was dispatching, I met a man who knew nothing about railroading and had no real interest in it, and he proceeded to puncture my balloons in short order. "You meant to tell me that you sit down at a desk and you sit there for eight hours and talk on the phone and then after working eight hours at doing that, you come out of the office tired? I mean really tired? From what? Was the pen a little heavy? Your jaw muscles weak or something?" Well, it was exasperating, but to anyone not in the know as to what went on, I can see his

frustration -- and my own in trying to explain what went on.

First off, there are not two portions of the railroad that are the same. Each has to be handled in a manner that addresses the problems of the district and tailored to the most efficient method of moving equipment over the territory.

The New York Central four track main line, was a smoothly functioning well oiled efficient machine. By today's standards, the machine was roughly built, not very electronic for sure, but it worked and it worked very well. The signals were powered by relays that could withstand drastic changes in temperature and humidity. They were not pretty, but they worked come hell or high water. Each portion of the main line had its own peculiarities and problems and each trick of the portion had individual problems and solutions.

Take the East End, which ran from SS-44, Kirkville, to SS-20 just west of Wayneport. This division used track pans at Seneca River and East Palmyra where trains on the passenger tracks could scoop water on the fly, absolutely necessary for passenger trains and much used by as many fast freights as the dispatchers would work on the passenger tracks. There was SS-2 where the freight tracks split off and diverged along Onondaga Lake to a connection to the Hojack and entrance to Dewitt Yard. SS-6 was the next open tower and it furnished a connection to the West Shore for all Corning and Pennsylvania Division trains cross to the Pennsylvania Division at Lyons. The towns of Clyde, Lyons, Newark and Palmyra got excellent coverage by passenger trains. All the towns along the line had either one or two engines stationed at the towns to service all the customers of the line, plus those towns that didn't afford a yard engine were serviced by locals from Syracuse or Rochester.

Wayneport, located just east of SS-20, serviced all trains stopped, had their fires cleaned, got a load of coal and were out of there in three fast minutes. I commuted from Syracuse to Wayneport for months on end -- and the commute wasn't all that bad, believe me. Caught whatever train was in the station and had a fast ride to Wayneport, and hour or so, had a leisurely walk the mile from the coaling plant to the tower and I was at work. Train 140 left Rochester at 4PM, stopping at every station from Rochester to Syracuse and a fast ride it was. We even stopped at Fox Ridge where the mailman handed up a handful of letters for points east.

The night trick on the East End started

the night out with a part of the eastbound fleet starting up out of Buffalo around 10:30 PM and going continuously till around 3 in the morning. The tag end of the first westbound fleet started going through Syracuse about 7 PM and tapered by 10 PM only to renew around 5 in the morning. Too, you had a rush at midnight which lasted for a while and then a rush of westbounds.

I should mention that while we had about 70 some odd trains scheduled every day, we ran much more, as many trains regularly ran in sections. There was always sections of 35, you would have passenger 35 than a mail 35 and then an X35 which was express. Train 43 always ran in sections as did number 9, and in the evening there were sections of 39 and 41 almost daily, and several sections of 63 in the morning.

The day trick on the East End handled all the daytime passenger trains and I suspect in fact that some of the state Assemblymen and Senators lived in towns along the main line led to having several trains stopping one after another at Lyons, Newark and Palmyra. There were few fast freights during the day time, but come afternoon a few westbound and a few more eastbound fast freights loomed on the horizon. These trains were usually heavy trains in the they had a good portion of loads and very few empty cars in their trains. These engineers were senior of the division and were only a step behind the passenger engineers and were knowledgeable and knew what they wanted. They would frequently indicate that they wanted the passenger track when it was available. I remember LS-1 roaring by JG tower with the engineman leaning out of the window with his forearms crossed, and the operator telling the west-end dispatcher: "Lou Myers is on LS-1 and he wants to cross over." Meaning that he wanted to be able to scoop water at Seneca River. A little trip over the pans would save the train at least 30 minutes of delay. I also recall that the same engineman calling in from Seneca River while they were taking on water "What-a-matter Bucky -- losing your nerve?" It was probably uncalled for, but the dispatcher was steaming nevertheless. Track pans meant a lot to the trains. If a train got all pans on the division they could go from Dewitt to Buffalo, either way, in about five hours, not bad at all for a fast freight. Some crews could make a fast trip, go on rest at Buffalo or Dewitt for two hours and then return on another fast freight and make three days pay in about 12 hours, not bad for a crew. More about this later.

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Chapter Meeting & Program:

Fallen Flags
by Bill Reddy
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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!

Building Paid For!!

There is about \$30,000 left in the fund to go towards installing the concrete floor and pit structure.

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