



The Semaphore

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

November 1999
Volume 42, No. 3

Program for November 18 Meeting:

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by

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To be Announced at the Meeting

Three possibilities are being pursued by Jack. However, a confirmation was not received by the time this issue was "put to press".

Any of the three possibilities are sure to be interesting and informative, so plan to attend.

With the Fall Foliage Trips over, the Chapter Store should be well stocked for your shopping of the latest books, videos, and whatever.

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.

Notice!!!

Library is changing to Winter Hours!

The library will be opened for general use on Sunday afternoon, November 21 between the hours of 2 and 5 PM.

Come and browse or borrow a book or two.
The coffee will be ready.

Chapter Store at Batavia Show: Nov 14

The Chapter will have a table at the upcoming Batavia model railroad show on Sunday, November 14. On display will be merchandise from our "store". The show runs from 9:30 to 3:30 at the Batavia Downs Race Track.

Your Editor apologizes for incorrecting an incorrect date in the October issue!



RL&B Trolley #206 is Here!

Foreman - Bernie Cubitt

It took about nine days work straight, but George Knab and crew and Jeff Green with the special stretch trailer trucking rig, have delivered our Rochester Lockport & Buffalo interurban trolley #206 to the RGVRM site at the beginning of September.

Two days were spent in loading, another day for delivery, and another day for unloading. All went well and the trolley is now up on blocks and being worked on.

Thanks to George and Jeff and all their helpers at both ends - Lyell Caleb, Bernie Cubitt, Chuck Whalen, Rand Warner, Dan Waterstraat, Scott Gleason, John Redden, Dale Hartnett, Bob Mader and others.

The trolley is presently upon blocks at an interim location, but George Knab has started on a rubber tired dolly to make #206 movable at our site.

Trolley #206 was featured at our Chapter Picnic. Access was provided using one of our portable stair units.

Bernie Cubitt is continuing work on painting of #206 exterior. We are painting on simulated windows and transoms till we get them all uncovered and refurbished.

The interior of the trolley is largely unmodified, and clearly shows where the seats were fastened. The bulkhead partitions

Bernie Cubitt found RL&B #206 under a shed in Knowlesville, NY. Before its arrival at RGVRM, he painted the exterior in one of the road's color schemes: reddish brown with ivory. It looks GREAT -- even if it now sits on blocking!

Bernie Cubitt photo

to separate the passenger, smoking, and baggage compartments are partially complete.

Recent work has involved scraping interior paint and tarping exterior roof for winter protection.

Call Bernie at 352-3064 if you can help. We are hoping to start regular weekly work parties on Tuesday afternoons.

This trolley is almost 100 years old and is surely worth saving. We have a restoration fund set up in our Treasury. We could surely use your donations toward this worthy project.

RW

Looking for Gift Ideas?

Gift Idea No. 1: For gifts for your spouse, relative, friend (or yourself!), see Page 2.

Gift Idea No. 2: For gifts for the Chapter/Rochester & Genesee Valley Railroad Museum, see Page 5. (Tax Planning)

Fall Foliage Train Ride Report

From Marie & Bob Miner.

The Chapter, again this year, ran 14 rides from Sodus to Newark and back. I say "and back" because we are amazed at how many people ask if it is a round trip.

Overcoming a couple of problems, we did have a very successful season (5400+). Ten of the rides were sold out.

We would like to thank all who helped make these trips happen. The car hosts, the parking lot crew, the sellers of snacks, souvenirs and tickets, the ticket phone answerers and everyone who put forth effort. A few people who were not signed up to work came out anyway because they knew an extra hand is always needed. Jim East signed up the workers and they all came out and did a good job.

Our five faithful coach cleaning men came way out to Sodus each week to clean up the mess left by our passengers.

No one was there for every trip, except the Miners. It was a very tiring time for us. We have been involved for the past 11 years and mostly enjoyed the times, but next fall we will be among those of you who take trips in October.

Our recommendation to the Chapter is to start looking now for someone to run the fall trips or risk not having your biggest money maker happen.

Sick List

George Knab, one of our ace heavy equipment, construction, rigging, and welding people, was taken sick early in October. He was first admitted to Park Ridge Hospital, and has since been relocated to St. Mary's Hospital. Your visit, card, phone call, or prayers would be greatly appreciate. We all wish George the very best in his recovery.

Curt Boyer, a very active member from years past, has moved from his home in Fairport to St. Johns Home, on the corner of South Ave. and Highland Ave. He would be pleased to see you or hear from you.

Gift Idea No. 1

Don Wawrzyniak, Chapter Storekeeper, will be happy to order books, videos, etc.

Contact him at the next meeting, or call 288-4133. Email address: donwawrz@frontiernet.net.

Thank You

I want to thank the Rochester Chapter of the NRHS and Dan Waterstraat in particular for the timely help in supplying ballast for a short piece of storage track at NYMT. This track, now completed, will be used to store a pair of interurban railway trucks that NYMT is importing from Japan. These trucks are almost an exact replacement for the trucks that were originally under the Northern Texas Traction parlor car currently at the museum. Thanks again Dan for driving that huge front end loader to NYMT to supply and spread the ballast.

Charles Robinson

Library Report

Charles Robinson, Chairman

The library is going to switch to winter hours in November. The library will be opened for general use on Sunday afternoon, November 21 between 2 and 5 PM. The staff will still be working at the Library on Monday nights, however check with the library chairman Charles Robinson, 377-4245, to be certain that someone will be there on Monday evenings.

We have recently received the John Anderson collection and Eric Drum and Steve Oagley have been sorting and inventorying this collection that contains many color diesel engine photos plus other items of historical interest. We do appreciate Mr. Anderson's family donating this material to the Rochester Chapter Archives.

John Stewart has done an outstanding job of selling our surplus magazines and books on the Fall Foliage trains. This is freeing up vital space in the library and is an important function in raising funds for the Chapter.

Jerry Gillette and I are proofreading his cataloging of the John Woodbury negatives. Dave Luca has added insulation to the windows and the unused door in preparation for winter. The chairman has been up on the roof, attempting to patch the latest leak. Gale Smith continues with the task of sorting and cataloging the new additions to our book collection.

The library's collection of *Trains* magazine is nearly complete with all issues except for 12/41, 3/42, 1/45 thru 10/45, 12/45, 1/58 and 7/63. We would be interested in acquiring these missing issues if some member has them. Otherwise our *Trains* collection is complete!

Hopefully our new winter hours will prove convenient for the members.

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.

NRHS Dues for Year 2000

The Membership Committee expects to be receiving the dues packets for the National in early December. When they do arrive, you should be finding a renewal packet soon after.

Congratulations and Best Wishes to Christopher Hauf and Susan Oakes

Chris and Susan were married on October 4. And off they went to Hawaii for their honeymoon. They're back!

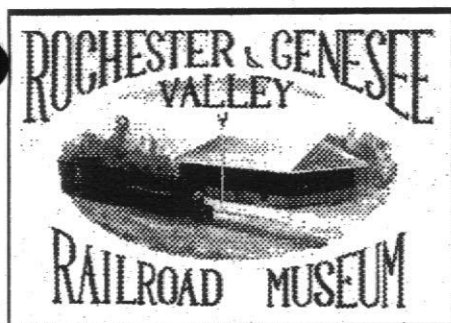
Heintz desires REA info

At the March Chapter meeting, two members related an involvement in a fire truck restoration. Would they please contact Lynn Heintz at 768-6984 in regards to questions about our REA truck and their truck.

Does any member possess a good set of Railway Express Agency signs? The are about 5 inches high in 3 pieces, extending about 5 feet.

Batavia bridge removed

CSX/Conrail and the City of Batavia have given railfans a gift of sorts. The "Jackson Skyway" (a bridge) was recently removed and it provides a nice spot to shoot trains crossing the bridge (Tonawanda Creek) at trackside or on the 50 foot embankment. LH



Rand Warner, Director, 425-8587

Tuesday Work Parties

Starting in November, we will be having regular work parties starting at noon on Tuesdays, and running through the evening.

Those who can come out daytimes can work in the daylight outside in the afternoon.

Others can work inside the barn afternoon or evening. We have lights in the new barn and found it to be surprisingly comfortable inside last winter. Those who can only come in the evening can work inside the barn.

Current projects inside the new Restoration Facility include:

- Subway Car #60
- Burro Crane
- BR&P caboose
- PRR Caboose
- Railway Express truck
- TrackMobiles
- M.O.W. equipment
- Heavy Equipment
- Generator trailer
- Track cars

NYC Caboose #19877

Don Brown, former Chapter member and one time NYC/Penn-Central yard office employee at Rochester/Goodman Street yard, sheds some historical light on our oldest caboose.

In more recent times, this caboose was used on the Rochester-to-Charlotte Belt Line – up to the early-to-mid 1960's.

Some of the employees working this job, and using this caboose, included Bob Voutry, Bill Bassett, Sammy Sabin and Jerry Chancy.

This kind of info really puts some personality on the caboose – thanks a lot Don.

Track Work

Acting Supt.: Rand Warner

Over 700 feet of rail was removed from a siding in Spencerport in September. George and Dave Knab led the removal effort using their diesel backhoe and tractor trailer. They were assisted by John Redden, Dave Luca, Rand Warner, Chuck Whalen, Bernie Cubitt, Bill Chapin, Norm Shaddick, Dan Cosgrove and Dee Mowers. The rail was removed, dismantled, and loaded in one long day. Previous work had prepared the rail for removal.

Over 500 feet of rail was removed from a siding in Rochester in September. George and Dave Knab, assisted by Dave Luca and Rand Warner pulled the rail and loaded the Knab's tractor trailer, using a borrowed fork lift machine. The rail had been previously prepared for removal.

The above rail will net us over 600 feet of new siding construction at the Restoration Facility – giving us badly needed storage capacity.

Joe Scanlon, George Knab, Scott Gleason, Dan Waterstraat, Neil Bellenger, Bob Mader, and others, have been hard at work, excavating and grading, for the new siding track outside the Restoration Facility along the west side.

We are currently staging materials for building more panel track, and should be into construction by the time your read this. The panels will be used for the above new siding at the Restoration Facility.

Mark Pappalardo, John Redden, Bob Mader, Neil Bellenger and Co. will involve repositioning and replacing switch timbers, realigning the frog with the main, and then realigning Siding #6 with the realigned frog.

Work remains to be completed on the passenger loading siding at NYMT. There are more ties to be replaced or respiked, and a number of timbers to be replaced at the switch. Then we can continue with ballasting and tamping to get this track into first class shape for the next season. Dale Hartnett and his Explorer Scouts are working on this project, along with John Stewart and others.

We have authorization from our NRHS and NYMT Boards to purchase a quantity of relay quality ties. Vendors for ties and transportation are being contacted for availability and pricing. We currently have on hand enough ties for about eight panels (250 feet) of trackage. New kegs of bolts are also being procured. We are in good shape for spikes, but we are still looking for more 80# Dudley rail. Do you know of any more sidings we could pull up locally?

Construction & Equipment

"All in A Days Work" (again). Dan Waterstraat has painted one of our new 10-wheel Army dump trucks a neat green, and it sports the NRHS emblem and RGVRM lettering.

Art Mummery, assisted by Bob Mader assisted by, are rebuilding the air brakes on our second new Army dump truck to get it into working service. They also have our Army lube trailer, with compressor, running, to support the construction fleet.

Scott Gleason, Dan Waterstraat, Charles Harshbarger, Neil Bellenger, Chris Hauf, Jim Johnson, Joe Scanlon, Rand Warner are continuing work started by George Knab to build new trackage at our Restoration Facility. They are using the Chapter's D-7 bulldozer, Trojan loader, Galion roller, Army dump truck, Hi-Rail dump truck and other Chapter heavy equipment.

[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.]

Track Car Fleet

Supts: Jeremy Tuke, Dan Waterstraat

TC-2 Motor Car

Presently in reserve service for carrying visitors on tours. Has been converted to 4-wheel drive.

TC-3 Motor Car "RoeMobile"

Presently in regular service. Starter rebuilt several times by Bob Mader and Norm Shaddick. Used for hauling weekday and Sunday visitors.

TC-4 Motor Car "MaderMobile"

Presently in MOW service by track crews and signal crews. Has air brakes.

TC-5 Motor Car D&MM #1 Fairmont

Inspection car. In occasional use. Not for hauling trailers.

TC-6 D&MM #2 Fairbanks

In occasional use. Will haul trailers.

Trailer Car #2 "Neil Bellenger"

In regular use for hauling our many visitors.

Trailer Car #3 "Barbara Richards"

In reserve status for hauling on extra heavy visitor days or for large, special event. Has air brakes.

LV RR Push Car

Rebuilt by Dan Waterstraat. In regular use by track and signal crews.

(Continued on Page 4)

Track Cars

(Cont'd from Page 4)

Reading RR Push Car

Needs rebuild. Would be useful for track work. Not in service presently.

Fairmont Track Crane

In service for track work. Needs to have parking brake reactivated.

Track Crane Boom Car

In service to carry track tools and track crane tools.

2 Collapsible Push Cars

In occasional service for track work and off site track demolition projects.

Passenger Car Fleet

Supt. Bob Miner

PRR RPO Car

Serviceable. Used for storage. Stored materials to be relocated. Awaiting new paint and lettering. Need mail handling apparatus.

PRR Pine Falls Sleeper-Lounge

Out of service. Used heavily for visitor tours. Interior in rehab. Exterior repainted and lettered on one side. Awaiting major exterior sheet metal work.

B&O Baggage/Tool Car

Out of service. Used heavily as tool and shop car to support all other projects. To be relocated near to Restoration Facility in the future.

DL&W Baggage

Serviceable. Repainted and relettered. Used for visitor tours with a variety of new interior displays provided by Chris Hauf. Interior restored.

E-L MU Power Car

Serviceable. Interior restored. Awaiting roof work. Used for group tours. Exterior awaiting repainting.

Erie Stillwell Coach

Out of service. In major interior rehab. Exterior resheeted, repainted, relettered. Ceilings are now being refurbished by Chuck Whalen and Co.

Snow Fighting

This winter of "Y2K" we should really be able to fight back - if you count all our emerging snow fighting options:

1. TrackMobile with wedge plow.
2. Kodak Park RR snow brush
3. Locomotive with pilot plow
4. MEC/WAG push plow
5. NYMT trolley sweeper running from tag power unit (or diesel locomotive).

Rochester Subway Car #60

Foremen: Rand Warner & Dave Luca

Work is progressing vigorously on Wednesdays with our AM and PM work crews of Jim Moore, Warren Shantz, Dave Baer, Cliff Rogers, Hiram Collette, Bob Van Vanlkenburg, Rand Warner and Dave Luca. Bernie Cubitt and Bill Chapin have been working on Saturdays.

We are basically removing all interior wood and trim,, so that we can get at the metal framing and skin for needed repairs. Most wood is off the west side so we will be starting the east side next.

Once the wood is off, then we can start MIG/TIG/Plasma sheet metal patching at deteriorated areas. There is considerable work required at the window sills, along the base of the sides, and where the roof skin meets the side skin.

This car is virtually 100% complete, which is pretty amazing for a car last used in 1956 and having been at several locations over the years since.

The few things missing for this car are a trolley pole assembly, one seat cushion, brake controller handle, destination roll signs, and one coupler.

Although the good news is that the car is virtually complete, the bad news is that virtually everything will need attention in order to return the car back to service. This is a substantial project, but one which should have a high level of community interest and support - so many people rode the subway, or their parents or grandparents.

Call Dave Luca at 288-0318 or Rand Warner at 425-8586 if you can help out.

We have an active Trolley #60 Fund set up in the Chapter Treasury and can use any donations of time or materials. We have also received an \$1,800 grant from NRHS National to apply to the exterior cosmetic restoration only.

For Sale

Excess signal materials; call Neil Belenger, 359-9985

Excess track materials; call Rand Warner, 425-8586

Excess construction materials; call Joe Scanlon, 392-8841

Excess Construction equipment; call Joe Scanlon, 392-8841

Excess Machine tools; call Ron Amberger, 242-9511

Thanks to

Allan J. Goldstein of Goldstein Management, Inc. for donation of 350 feet of track behind Jubilee Market at Spencerport - a former private siding.

Fred Koch of Plywood Plastics Corp. for donation of 250 feet of industrial siding in Rochester at Burrows Street.

George and Dave Knab for assistance with loading and trucking track material to our Museum site.

Neil Bellenger for use of truck, trailer and backhoe tractor.

John Redden for use of trailer.

WANTED

- ☐ Blocking: 4"x4", 6"x6", 8"x8" and larger
- ☐ Stencil cutter
- ☐ Passenger car wheel sets, roller bearing
- ☐ Freight car wheel sets, roller or plain bearing
- ☐ Cantilever passenger car jacks
- ☐ Light weight knuckle couplers for trolleys
- ☐ Brooms and dust pans for our buildings and cars.
- ☐ Step ladders, any size or type
- ☐ Sources of stained glass for trolley cars windows
- ☐ Rail skates for wheel chocks for parked rolling stock
- ☐ Lackawanna high speed trucks from caboose, express, or milk car
- ☐ 80# Dudley rail, track, switches
- ☐ Relay quality 6"x8" ties and switch timbers
- ☐ Hydraulic fluid for our construction & M.O.W. equipment
- ☐ Good working replacement "STATION AGENT" stove for our Depot
- ☐ Good usable flat car 50'-53' long, for line car project
- ☐ Hydraulic excavator on track or rubber.
- ☐ Safety cones, any size, red, yellow, or orange.

- ☐ For depot: a working CD player [Call Chris Hauf at 381-8586]

Gift Idea No. 2

Year End Tax Planning

This has nothing to do with the Y2K hype. It is just plain common good sense.

Now is the time to begin thinking about your tax situation for 1999 and 2000, not on Christmas Eve or New Year's Eve or April 14th.

Could you improve your tax situation by a donation now, or early next year, to our tax exempt 501(c) 3 Chapter. We have many fine projects that could benefit from a cash, or in-kind, or appreciated stock contribution.

Talk to our attorney or tax preparer early on. Under the right circumstances you might

even want to set up a charitable lead trust, charitable remainder trust, or other financial arrangement to benefit the Chapter, our Museum and our many other worthwhile activities.

The new Restoration Facility building shell that we are enjoying so much today was made possible by the thoughtful consideration of many people in many different ways only yesterday.

Please give this matter some serious consideration. You can designate your gift to any project or activity of your choice. *RW*

(The listing in the columns below represents current funds and/or goals.)

Christmas Giving Opportunities

Restoration Building:

Floor Slabs:	\$25,000
(5 @ \$5,000 each)	
Exterior Tracks:	\$5,000
Interior Tracks:	\$3,000
Underground Utilities:	\$2,000

Rochester Lockport & Buffalo Interurban

#206:

Trucks and Bolsters:	\$10,000
Pilots, Couplers, Truss Rods & Related:	\$5,000
Exterior Rehab:	\$5,000
Interior Rehab:	\$5,000
Interior Furnishings:	\$5,000

Heislner 0-4-0 Fireless Steam Loco:

Lagging Removal:	\$5,000
Charging Boiler:	\$2,000
Running Gear:	\$1,000
Cosmetics:	\$1,000

Rochester Subway Car #60:

Running Gear Rehab:	\$25,000
Steel Framing Rehab:	\$15,000
Exterior Sheet Metal:	\$10,000
Interior Appointments:	\$5,000

Vulcan 0-4-0T Steam Loco #12:

Boiler work:	\$20,000
Firebox Work:	\$10,000
Running Gear:	\$5,000
Lagging Removal:	\$5,000
Jacketing:	\$2,500

Erie Depot Building:

New Roof:	\$10,000
Plumbing:	\$3,000
Drainage:	\$2,000
Flooring:	\$1,000

TOTAL: **\$185,500**

(WOW! And these are the estimates/goals to see just these projects to completion.)

Tioga Central Excursion Train Severely Damaged

Shelden King called to recite an article in the October 24th issue of the *Elmira Star-Gazette*.

In the early morning hours of Saturday, Oct. 23, a switch engine based in Wellsboro started an unmanned journey down the line to Wellsboro Junction, where the Tioga Central's exception excursion/diner train was located. It seemed that the engine broke free of the chain blocking its wheels, ripped out a derail and picked up speed estimated at 50 mph when it hit the baggage car of the excursion fleet. Damage to all of the cars was extensive; some is believed to be beyond repair.

The excursion train was to be used that weekend for a special Wellsboro festival that was heavily promoted.

Yard at Lyons Closes, etc.

Shelden King reports that the Lyons yard was closed by CSX effective November 1. Yard activities were transferred to the Rochester yard.

Also, he reported that **Finger Lakes Railway** is negotiating with NS to purchase the Lyons to Geneva trackage of the former NYC Fallsbrook Line that connected Lyons to the Pennsylvania coal fields.

Shelden presented a program on the history of the **Elmira and Cortland branch of the Lehigh Valley** at the September meeting of the Cornell Railroad Historical Society.

The Coast Daylight

by Harold Crouch

Mr. Bill Heron's account of his trip on the "Coast Starlight" in the July issue of *The Semaphore* was most interesting and quite different (better) than the one the late George Hockaday, his wife, and I took back in October 1989.

We were headed for San Francisco, California for a railroad meeting and so took the *California Zephyr* out of Chicago. The sleeping car going to San Francisco was sold out three months in advance! However, we obtained space in the car going to Los Angeles.

Going out of Denver, Colorado, I sat in the observation car - the one with the large windows that Mr. Heron described - to view the scenery. A fellow came up to me and asked if I was a minister or judge! I said: No! Only a Ferroequineologist! It turned out that there was a judge on board that day and so a wedding was held going to Salt Lake City!

Going out of Denver, I noted a cut of hopper cars loaded with ballast standing on an outside track. These were "Buffer" cars for the mainline as winds up to 100 MPH occur here in the winter time! Dynamic braking is a must in this area!

At LAUPT we took a taxi to Long Beach, California and stayed over night on the *Queen Mary*, having dinner on board. Nice to get back to sea again! The next morning we took the *Coast Daylight* train to San Francisco. Nice to see all the oil wells along the coast! This was the second time I had traveled this way as back in the summer of 1959 we had gone to Sunny Vale, California to Lockheed's missile plant and loaded a U.S. Navy "Polaris" missile in a New York Central Flexi-Van. We then went from Palo Alto, California to Cape Canaveral, Florida on the rear of freight trains - 6,623 miles round trip!

Perhaps it will be recalled that San Francisco had only recently experienced a devastating earthquake and devastation was seen everywhere! Passing one point, a large crane (NO it wasn't on loan from Industry, N.Y.!) lifted up a large chunk of concrete to reveal an automobile completely crushed! Rather sobering!

After our meeting, we took the *Coast Starlight* to Eugene, Oregon to visit a Southern Pacific RR friend of George's. At Oakland, the SP RR Depot was closed and roped off - cracks in the building wall. (I believe it has since been demolished.) On arrival at Oakland, we learned that the

(Continued on Page 6)

Coast Starlight (Continued from Pg. 6)

"Starlight" was two hours late! It turned out that the train was coming on time when a truck and auto tangled at a public grade crossing and necessary to wait for a wrecker to remove the wreckage. After getting started from this delay, another (smaller) earthquake occurred which meant a 10 MPH speed limit for the train. In due course, the "Starlight" arrived at Oakland and we boarded the sleeping car to Eugene. Being quite tired, I "hit the sack" at once and slept like a log! The next morning, lo and behold, we were even later! Shortly after leaving Oakland, some one in a station wagon tried to cross the tracks at a non-public crossing and became stuck! Amtrak gets stuck with all the delays over which it has NO control!!

Since the *Coast Starlight* could not guarantee connections with the *Empire Builder* at Portland, Oregon, we took a Greyhound bus from Eugene to Portland arriving in plenty of time for the *Empire Builder*. Going out on the station platform, what should I see (NO, not Santa and his reindeer!) but Southern Pacific loco #4449 fired up and getting ready for a trip the next day. A hostler was on board and so I was able to ask if the booster engine (on the #2 trailing truck axle) worked. His reply was: Everything works! Didn't have enough nerve to ask about the Main Nut tho!

The *Empire Builder* arrived in Portland on time and we boarded the sleeping car for the trip back east. Amtrak had been "skimping" on car maintenance and it showed. However, the meals in the dinning car were excellent. Going thru Montana and North Dakota, the land is so barren - no trees and very little in the way of shrubbery! No wonder the early settlers had to build their homes out of sod - that is all that is there! Sure nice to get back to Minnesota, Wisconsin, and Chicago - civilization! We took #48, the *Lake Shore Limited* home.

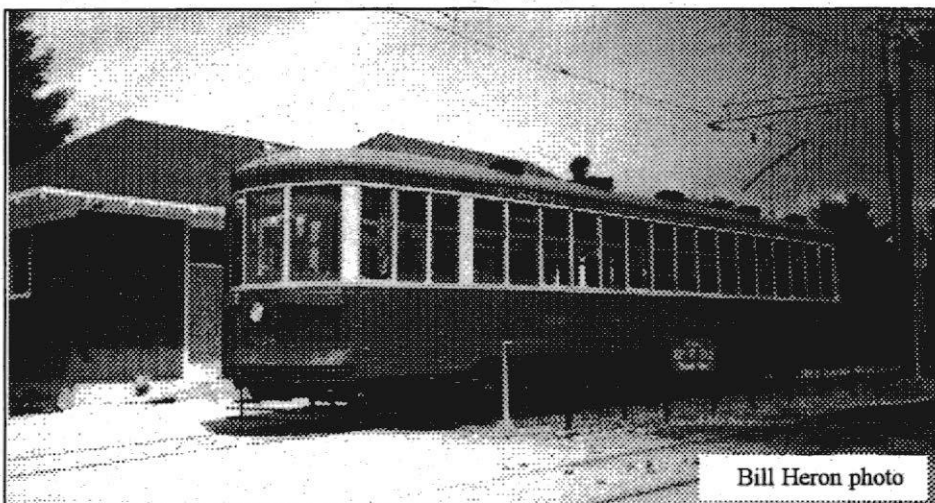
It seems so odd for #48 to leave Chicago Union Station on the advertised only to go a quarter mile out in the yard and then stand for a half hour looking at a red signal! In days gone by when the *Twentieth Century Limited* left Chicago's LaSalle Street Station, it was a green signal all the way to New York. Woe to anyone who put a red signal in front of it! Perhaps #48 should leave LaSalle Street Station once again!

[Editor's Note: I took the "Empire Builder" west out of Chicago in 1990 (a year later) and also was "impressed" with the barren landscape of North Dakota and Montana! By the time we reached Portland,

the train was two hours late.

[On the return, took the 'southern' route through Denver to Chicago. Traveled along a river between canyon walls - GREAT. From Denver, the power to the dinning car would keep going off, so the dinner calls were widely spaced. We backed into Union Station with no lights in the cars! To me, it was pioneering spirit! Others didn't think so!]

line near the East loop. The East loop itself is a lot more than one would expect. Inside the loop there is an attractive sunken garden replete with a pool inhabited by a number of ornamental fish. The pool is surrounded by many varieties of flowering plants. Someone at Halton has a very green thumb, because in addition to the East loop sunken garden there are attractive plantings throughout the property.



Bill Heron photo

Trip Report:**HALTON COUNTY RADIAL RAILWAY MUSEUM**

By Bill Heron

Attention all trolley fans! There is a great operating trolley museum handily located in neighboring Ontario. The Halton County Radial Railway Museum, operated by the Ontario Electric Railway Historical Association, is not only reasonably close at hand, but also a standout trolley museum. In fact it's high calibre rightfully earns it a spot in the top range of my ratings for tourist rail venues. I suggest that you go out of your way to visit Halton.

By now you must be wondering what makes the Halton museum so good. First, there is an outstanding collection of cars, a number of which are fully restored and operated in regular service. Many of these cars are from Toronto, (the Toronto Transit Commission has been quite supportive of Halton). Others, not from Toronto, nonetheless served in Canada, mostly in Ontario, but in at least one case, in Montreal.

Second there is the ride. About two miles in length, the mainline has a loop at both ends. A major portion of the line passes through, not a green tunnel, but a pleasant forest, unmarred by underbrush and providing welcome shade on a hot summer's day. To add interest, there is an old fashion appearing, functioning ice cream store on

The Halton line uses a portion of a grade which once was home to a Toronto Suburban line that ran about 47 miles from Etobicoke, (Toronto), to the city of Guelph. Interestingly Toronto's trolley lines utilize a gauge of 4' 10 and 7/8". One of the members with whom I talked remarked that he never could understand why the gauge stopped just an eighth of an inch away from 4' 11". Whatever, the Halton line's rails are 4' 10 and 7/8" apart.

Third, there are the people. The Conductor/Motormen that I met were unusual in the warmth of their friendliness and reflected a great pride in their museum as well as their pleasure in providing guests with a good time and interesting facts about the museum and its collection.

Which brings us back to the collection. Toronto's Peter Witt cars came in both "large" and "small" versions. Naturally Halton has representatives of both sizes. I rode in car #2424, a beautifully restored example of the large size. It was built by Canadian Car & Foundry in 1921 for the Toronto Transit Commission. I also rode in car #327, an open car which looks like a horse car to which electrical motors were added. Car 327, however, is not as old as it looks. It is a replica, built in 1934 by TTC for a commemorative event in Toronto. I suppose, however, that 65 years of age suffices to

(Continued on Page 7)

Halton ...

(Continued from Page 6)

qualify #327 as an antique. My last ride was in car #107, a unique combine built by Ottawa in 1907 for the Montreal and Southern Counties line. It too is beautifully restored, including a sign near the front which advises "Defense de Racher". I was advised that it means "no spitting".

A few of the other items in Halton's collection include:

- #2786, a small Peter Witt, built in 1923 by CC&F. (Halton has a total of four Witts).
- #8, a heavy weight interurban car from the London and Port Stanley Railway. It was built by Jewett in 1915 and is pantograph equipped.
- #4000, the first Canadian PCC, built in 1938 by CC&F.
- #1704, built for and by the Toronto Railway Company in 1913. It is a single truck convertible car and is undergoing restoration.
- #5300 and #5301, a pair of M-1 subway cars from Toronto.

Several more PCC cars are on the property, a reminder that during the 60's Toronto rostered the largest fleet of PCC cars in North America. Halton's PCC fleet includes #4684, which originally served in Louisville and then in Cleveland. It was built in 1946 by St. Louis Car. The only other US connection is an example of an elevated car, #48, from the Chicago Transit Authority.

On the day I visited Halton, great excitement was in the air. Silk Road Transport delivered car #797, a wood combine interurban type which had operated on the Lake Erie and Northern line. It was built by Preston in 1915. This car came from the Seashore museum in trade for Toronto car #2890, a small Peter Witt. Both the body for #797 as well as its running gear were obtained. One can look forward to seeing this handsome interurban in fully restored condition some time in the future.

Perhaps my delight in my visit to the Halton County Radial Railway will infect the reader with the desire to go there. Yield to the temptation to do so. Not only will you enjoy yourself, but you will see a model as to what a really excellent operating trolley museum can be.

Lake Shore Limited to split?

Rumor was that *Lake Shore Limited* was to split in October, with the second train running from Boston to Chicago. CSX has not signed on. [*The ESPA Express*, Nov 1999]

The Coal Shaker

by Ted Jackson

The October issue of the Semaphore made reference to some public unhappiness with regard to the B&O's coal loading facility at Genesee Docks where Turning Point Park is now located. Coal was brought in on the B&O and shipped out by boat. There was a trestle on which hopper cars were shoved. From here the hoppers were opened and the coal went into the hold of the ship by gravity. Sometimes the hoppers would become clogged. The most common way to speed up the flow was to hit the side of the hopper with a sledge hammer. To make this operation more efficient, in the spring of 1951, the B&O installed a coal shaker. This coal shaker was a clamp or harness of sorts which fit over a coal car and literally shook it to empty the car more quickly. (The Pennsy used these at Sodus Point also.) The problem was that the shaker produced a lot of noise which was considered objectionable by the people who lived in the surrounding community who took the Genesee Docks Corporation (a B&O subsidiary) to court. The court ruled that they would be permitted to use this equipment but only between the hours of 7 AM and 11 PM or some such time interval. This seemed to be a reasonable compromise and the furor quickly subsided.

Considering that no coal is now shipped across the Lake, we should remember that at one time coal loading facilities existed in Rochester, Sodus Point, North Fair Haven and Oswego. What may not be so well known is that the B&O also shipped out a lot of salt through the same facility in those days. Salt did not have this clogging problem and needed no coercion to speed it on its way.

Hamburg, NY group visits

Members of a church-based model railroad club out of Hamburg, NY visited RGVRM and NYMT in October.

Joseph G. Streamer wrote an all inclusive article for the November 1999 issue of the *Empire State Express*, newsletter of the Niagara Frontier Chapter. Four high contrast photos illustrate a few of our facilities.

Apparently, this was the result of a presentation by Rand Warner had given that Chapter earlier this year. Maybe we should establish a "speaker's bureau"?

A nice write-up.

Edwards Motor Cars Now Available

The Edwards Motor Car Co. has been reestablished. Originally organized in Sanford, NC in 1921, they had outproduced 100 cars before the last car was built in 1942.

The re-birth occurred in 1997 and they will offer two models: Model 10 and Model 20, besides custom work. One new car has been built and is on lease to Mount Dora Scenic Railway Company in Florida.

They are powered by a gasoline engine mounted on the truck, rather than in the car body. [*TrainLine*, Spring 1999]

Collect Timetables?

The National Association of Timetable Collectors is soliciting members. They publish a bimonthly newsletter, *The First Edition*, and a quarterly magazine, *The Timetable Collector*.

Regular membership is \$20. Information from NATOC-Membership, P.O. Box 507, Newton, NJ 07860-0507.



Editor's Corner

Woe is me! After 200 copies of 420 came off the copier, noted the Nov. 4 date for the Batavia show. Ira Cohen, my proofreader, noted that Nov. was not a Sunday. So dutifully changed the masters to Nov. 7 (a Sunday) and corrected the other 200 copies by hand. Came home, looked at my notes, and it was Nov. 14; I had dropped the '1'!

Probably in January, you may be receiving a 12-page issue of *The Semaphore*, to accommodate the backlog of material. Besides, the holidays will be over, and you'll have time to read on those cold nights!

Several should be on our BR&P/B&O caboose. Ted Jackson has one on the '40&8'; Dan Cosgrove and Bill Heron also have articles awaiting - where is yours? Also have several 'mystery' photos for you to identify.

Looking over other newsletters, often see references to "Semaphore" - and they do not apply to any article in our newsletter. So consulted the 1997-98 National Directory of Chapters and counted three other chapters using that name: Conneaut (OH), Long Island-Sunrise Trail (NY), and Sunbelt (OK) Chapters. Only Rochester has "*The Semaphore*"! ... well ...

However, Dan Cosgrove sent a newsletter from the Mountain Valley Railroad Club (N-scale), called *The Semaphore*, based in California.

The Semaphore
Rochester Chapter
National Railway Historical Society
P.O. Box 664
Rochester, NY 14603

Chapter Meeting & Program:

????? ?????

by ??? ????

November 18, 1999

40 & 8 Club

933 University Ave

Happy Thanksgiving

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The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: First Day of Each Month.**

Building Shell Is Paid For!!

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

InterNet (World Wide Web) address:
<http://www.rochnrhs.org/>