



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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Season's Greetings

Program for December 16:

The Rochester Subway

by Ron Amberger

Ron will be presenting a slide show, and maybe a video, on Rochester's 'famous' subway.

Meeting is at 8:00; the Program starts approximately at 9.

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.

Chapter Library is now on winter hours!

The library will be open for general use on **Sunday afternoon, December 19** between 2 and 5 PM.

Come in out of the cold and enjoy browsing the Chapter's book and periodical collections. It is time to learn more about your favorite line.

Annual Year-End Party January 8, 2000

Starts at 3 PM, ends when last one leaves. Details on enclosed flyer.

Charley Harshbarger's Bay City Model 45 shovel loads "Fred", one of the Chapter's 5-ton dumps repainted and reconditioned by Dan Waterstraat, north of the Restoration Facility.

Photo by Chris Hauf

Christmas at the Depot

by Joe Scanlon

It was the season of Christmas
and all through the Museum,
The creatures were stirring
and it wasn't safe for a field mouse.

I pulled into the parking lot
and put on my hard hat,
It took me a minute
to know where I was at.

And up on the hill there arose
such a clatter,
I dashed up the slope
to see what was the matter.

I encountered the Fill Boss
so lively and quick,
It took me a moment
to realize it wasn't St. Nick.

The dirt was flying
round his silvery mane,
The equipment was moving
with Detroit diesels they came.

He directed the chorus
and called them by name:

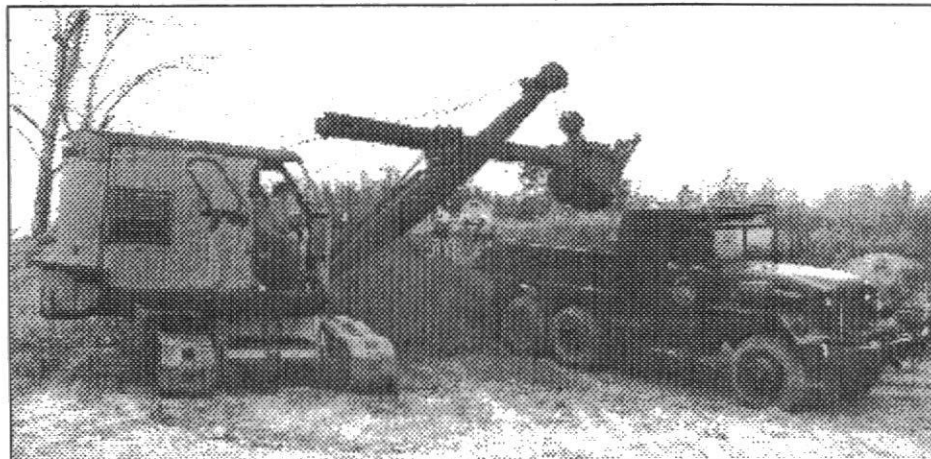
Now Fred, now Barney
Now Dan and Scott;
Now Jeff and Jeremy,
Now Charley and Chuck;
Now Neil and Dave Luca
Now Jim, now Bob and Dave Goodwin

Now Dale, John, Art, Joe and Rand
It was earthmoving at its best
and the sight was just grand.

His eyes how they twinkled
his dimples how merry;
He smiled as he went back
to the work at hand;
Was it really Santa
or maybe Dick Luchterhand?

He sprang to his work
and to his team gave a whistle;
And the dirt just flew
like the down of a thistle.

But I heard him exclaim
Ere he worked up a sweat
**HAPPY CHRISTMAS TO ALL
AND TO ALL A GOOD NIGHT.**



A Letter from George Knab

An open letter to Everybody !!!

Dear Friends,

This is an open letter to everyone — who have sent their thoughtful prayers, cards and get-well wishes!

Thank you for the beautiful fruit basket. It was deeply appreciated.

Thanks to all the members who have helped me do the "impossible" in the past. If I have been "HARD" to work with, I would like to apologize.

I appreciate all the help that has been given to me.

Hoping to get back on the job soon.

Happy Holidays to all!!!

George Knab

P.S. George is a great guy to work with! (Nila Markulis, Speech Therapist and George's "Secretary".)

Congratulations

George Knab, hospitalized for a recent stroke, has been making great progress in therapy at St. Mary's Hospital. He made a trial home visit, went home for Thanksgiving Day, and is to be discharged by the time you receive this issue.

Thanks to Bob Mader, assisted by Art Mummery, John Redden, John Stewart, Bernie Cubitt and Rand Warner who helped modify his home for better accessibility.

Sick List

Dave Monte Verde has recently been hospitalized for an operation. We all wish him a speedy recovery.

Our Sympathy to

Peter Gores and family in the recent loss of Peter's Mother. Many of us had known Pete's mom from our Chapter activities in years past.



through and examine these and other railfan materials at your leisure.

We have spotted another water trap in the roof that was hidden from view behind one of the cupolas. Dave Luca promptly filled the hole with foam to discourage water from entering the building.

Plans are now underway to launch a determined attack on the building siding early next spring. If you can wield a hammer, or better yet, a saw, we need you to help out with the Library Building this spring.

Work is winding up on the long and tedious job of completing the listing of the Woodbury negatives on the library's computers. Jerry Gillette has done a marvelous job of listing this large and unusual negative collection of railroads and electric railways dating back to the thirties.

The library is going to look into purchasing new books on the local rail scene that would become an important part of our book selection. John Stewart, our local expert on rail books, is going to investigate this matter. If you have some suggestions please communicate them to me or to John.

The library chairman will be purchasing a new VCR for the library. Once this new machine is available, we will proceed to schedule tape viewing sessions there.

In Memoriam

Earl Brickley, long time Chapter member, passed away this past September. Earl had been active, until recent years, in many Chapter activities and trips.

Earl grew up in Aimsville, Pennsylvania, near Williamsport, and worked at the New York Central car shops there till they closed in 1930. He then went to the NYC West Albany Shops. From there he went to work for American Locomotive Works, 1938-1956 approximately, at Schenectady. During Earl's stint at Alco he worked on diesels, and certainly would have had a hand in our EKC RS-1 #9, NKP S-4 #79, and LVRR RS-3m #211.

Earl wanted the Chapter to have his collection of hard cover railroad books, and they have now been picked up and delivered to the Library.

Earl's wife, Nancy, will be moving to Virginia, to be near their son.

We will all miss Earl's kindly smile, friendly manner, helping hands, and true railroad stories.

Library Report

Charles Robinson, Chairman

The library will be open on Sunday afternoon, December 19, from 2 to 5 PM. These winter hours have proved convenient as several members took the opportunity to research railroads during the Sunday hours in November. The staff is usually working in the library on Monday evenings between 7:30-9:30 PM. If you wish to visit then, it is well to call the Library Chairman Charles Robinson (716-377-4245) first to see if someone will be there before traveling to Webster.

The Chapter has received two additional donations to the library and its archives. A group of interesting rail books from the collection of the late Earl Brickley, a former long time member, were received.

Also Bob Nichols, a current member, donated a number of rail books and videos plus four John Wenrick's famous watercolored prints of locomotives. Two are framed; the other two exist within the frames for future rotation of the prints.

We wish to thank the family in the first instance and the Chapter member in the other instance for making this pertinent material available to Chapter members. Be certain to visit the library soon to browse

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

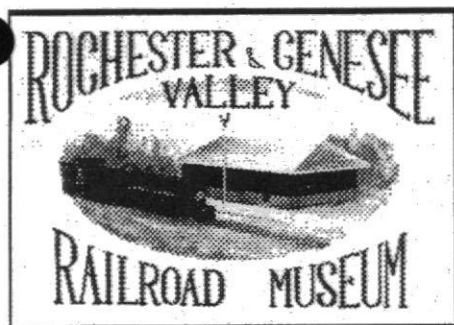
The Membership Committee has received the dues packets from the National. Once the Year 2000 calendars arrive, you will be receiving your packet.

Trip Committee to Meet Jan. 26

The Trip Committee will meet on January 26 to discuss and formulate plans to keep our Excursions active. So please mark your Year 2000 calendar. More details will be in the January issue.

Still Feeling Charitable?

See Page 6!



Rand Warner, Director, 425-8587

RL&B Interurban #206

Foreman - Bernie Cubitt

Discoveries:

As Bernie and Chuck Whalen have been stripping paint on the interior, we have found beautiful mahogany trim, gold leaf trim, gold inlay trim, three window shade rollers, and a sample of ceiling material.

Restoration:

Bernie, Chuck and Rand Warner have removed old wall coverings from when the car body was used for a home.

Chuck and Rand have removed Masonite wall covering and Homasote ceilings in the south vestibule.

Bernie, Chuck and Rand have spent a lot of time re-tarping and re-tying roof tarps toward the winter season which is now upon us.

Other work:

John Weber is making engineering drawings for various detail parts on RL&B car #206, using info from EC&W Car #107 at NYMT as a pattern. This effort will also benefit Northern Texas Traction Car #409 at NYMT.

Plans:

Continue stripping paint on interior.

Detail plans for exterior restoration.

Find sources for narrow, hard wood tongue & groove side sheathing and roof sheathing.

Find sources for mahogany to replicate missing inside trim.

Begin replicating missing windows.

Detail plans to replicate north end vestibule.

Search for seats, cushions, and running gear.

Repair, replicate and re-install interior partitions.

Looking Back Over the Last Millennium

by Rand Warner

In the mid-1960's the Rochester Chapter started dreaming of having its own railroad museum. In the late 1960's we formed a committee to investigate potentially available railroad stations around the county - for possible acquisition.

In 1969 we selected the Industry Depot on the Erie, began restoration, and began acquisition proceedings with the Erie RR. It took until 1971 to complete the paperwork for acquisition to complete our \$1.00 purchase from the Erie RR.

Meanwhile, we closed in the Depot, repairing and replacing doors and windows, and began work on rehabing the roof. Over the 1970's and into the early 1980's, we replace the roof, using materials donated by the Rochester Homebuilders Association, replaced the ceilings, replaced some flooring, and began to work on the foundation.

In 1977, we began building the first siding, to accommodate a caboose donated by the B&O and stored at South Lima on the LA&L RR. New York Museum of Transportation had been formed to the north, and our dream expanded to connect the two museums with a rail line.

A route was surveyed in 1977 and maps were drawn up. NYMT got a permit from New York State, and began building southward, using track materials donated by the City of Rochester from the subway, labor from volunteers, a CETA grant, and loaned heavy construction equipment.

Rochester Chapter continued to acquire railroad equipment and tied in a switch to Conrail in 1981. Our KPRR GE 80-tonner and the B&O baggage/tool car were the first pieces to come in over the new switch. We then began expansion of our yard area at the Depot, and in the latter 1980's, began building northward to meet up with the NYMT trackage at the BOCES/Reid's crossing.

The 1980's and 1990's have been a period of very rapid expansion of rolling stock, trackage, exhibits and real estate. Land formerly leased from Conrail was first purchased, and then expanded. A permanent easement was obtained, including lands for our new building(s) in the early 1990's, northward towards NYMT.

Trackage was joined up between our Museum and NYMT in 1992 Fall, and formally dedicated in Spring 1993. We continue to add equipment, buildings and

other RR artifacts. Track car operations between the two museums began in 1993.

An important part of our growth has been the continuing acquisition, repair, and use of heavy construction equipment. This began about 1980 and has allowed us to do many things for ourselves that we could never have afforded to contract out.

As we wrap up the century, we have a very active collection of about 50 pieces of railroad rolling stock, mostly operational, and about an equal number of pieces of heavy construction equipment, again mostly operational.

Annual attendance of visitors is about 5,000, including people of all ages and backgrounds, from all over the world. Our museum volunteer base is now upwards of 100 people, including some from other outside organizations. We work closely with our sister Museum, NYMT, on such projects as visitor operations, gift shop, track work, and electrification.

An important recent accomplishment has been the planning, fund raising, construction, and operational usage of our Restoration Facility. This new building permits year round restoration and maintenance work, and typically houses at least a dozen active projects. Expansion of capabilities for this facility are underway with additional trackage, machine tools, temporary utilities, etc.

Over the last several years, we have been looking forward to significant land and track route mileage expansions via our "Four Quadrants Vision." Efforts are underway to make this a reality through fundings, surveys, easements, and other activities. Also over these same recent years, we have expanded the breadth and depth of our motive power through acquisition of steam locos, TrackMobiles and trolleys, in addition to our usual diesels and track car operations. We look forward to getting our steam and trolley equipment operational for the public.

As we finish out the last year of the 1900's, we are in a strong position. We own our land. We own our equipment and buildings, and we have no debt! Our volunteers are many, dedicated, skilled, committed, and resourceful; and our leadership is outstanding. We have a enthusiastic group with strong support from the local community - government, industry, education, railroads and our visiting public.

The twenty-first century holds only promise and opportunity - we can make it anything we want, limited only by our imagination and creativity. Here we come !!

Part II, next month

Watch Carefully

Now, with the leaves off the trees and shrubs, and before snow covers the ground, is the time you can really pick out those old right-of-ways, abutments, signal bases, wood poles, and other sure signs of former rail operations. You might also pick out some possible new artifacts for addition to our Museum.

What are your sightings?

Tool Car & Shops

Supt.: Charles Harshbarger

We are already beginning to split up our tool complement between the tool car/work shop and our new Restoration Facility.

Charlie has procured some additional hand and power tools for use at the new building.

Rand Warner has put up dedicated tool boxes for use at the RL&B trolley #206, trolley sweeper/line car, and trolley #60.

Ron Amberger is actively recruiting donations of machine tools for wood and metal. So far he has come up with milling machines and band saws.

Maintenance of Way Eqp't

Supts: Dick Bean, Bob Mader

Ron Amberger and John Redden are continuing rehab work on our tie extractor machine in prep for our next active season.

Dick Bean and a small army are putting the Burro crane back together with all the repainted sheet metal parts for the cab – it now looks like a crane again. Thanks to Hiram Cowell, John Redden, Dick Holbert, Dave Luca, Rand Warner, Bob VanVal Kenburgh, Jeremy Tuke and others. Art Mummery is getting a special flywheel/clutch adapter made up so we can install a replacement diesel engine for the non-working gasoline engine.

Track motor cars have been checked for proper anti-freeze for winter storage by Norm Shaddick.

The wedge plow for our blue TrackMobile has been repainted bright yellow by Norm Shaddick. Our plan for this coming winter is to mount the plow back to the TrackMobile, couple the TrackMobile to our EKC #6 diesel, and then push the combination to plow snow. Sounds like a winner!

Our Ford hi-rail dump truck has been doing yeoman service hauling dirt, excavated north of our Restoration Facility, to be use as fill across the gully south of the Restoration Facility.

Restoration Facility

Facilitator - Rand Warner

Excavation and grading for new trackage has been in high gear – see article by Joe Scanlon.

We are lining up a nice assortment of wood and metal machine tools for our initial shop capability – see under Tool Car.

We now have the materials on hand to repair the roof of the utilities trailer. Bob Mader will head this effort assisted by Jeremy Tuke and Rand Warner. Once the roof is on, we can relocate the trailer outdoors and continue the electrical and mechanical work on the interior. Moving the trailer will release valuable space in the building for additional projects.

Our plan is to begin putting some concrete floor slabs into the building soon, so that we can begin bolting down machine tools, at least for temporary location and use.

We hope to get some more of our rolling stock into the building to permit additional restoration projects to proceed over the winter. We want to get our lead track into the barn lined up with the east track inside the barn to permit these moves.

Track & Right of Way

Acting Supt. Rand Warner

Dale Hartnett and the Young Explorers Group (Brett Hendershott, Kevin Hertzog, Doug Vereche and Nathan Dunn) assisted by Dave Luca and Rand Warner, are continuing to rehab our passenger loading track at NYMT. Ties are being raised and replaced. Ballasting and tamping will follow. Next will be rehab of the switch to the passenger loading track. This part of the effort will entail replacement of weak switch timbers, ballasting and tamping.

Last of the steel hardware has been picked up from the Burrow Street siding removal project by Rand Warner.

John Redden, Bob Mader, Mark Pappalardo and Rand Warner are working on the rehab of Switch #6. Frog is being realigned, timbers are being moved and replaced as necessary, and J-hook bars are being installed under the frog. Then we can re-install the guard rails. John is also replacing rusted and stretched bolts in the frog assembly.

We will be relocating the lead track to the Restoration Building, adding another switch for additional trackage into the building, and also adding a panel track siding on the outside on the west side of the building for car storage.

Engineering Dept.

Supt. Jim Johnson

We are consolidating all drawings and data for the new Restoration Facility into a dedicated flat file drawer in the Engineering Area. See Jim.

Dale Hartnett and the Young Explorers are our newest survey team, adding to the breadth of our survey capabilities.

We're looking forward to getting some more of our critical map drawings onto the new Computer Aided Drafting system, courtesy of Scott Hemenway. This will be a big help in the implementation and presentation of our "Four Quadrants Vision" for our future expansion.

We also plan to put some of our trolley car detail parts drawings on CAD, so they can be easily altered for different trolley car projects.

Train Operations

Supt.: John Redden

Unneeded track motor cars and trailer cars have been tarped for the winter at NYMT and RGVRM.

EMD and ALCO locos have been relocated for winter storage, accessible to power for battery chargers.

Siding #6 has been emptied of all rolling stock so it could be dismantled/relocated for the new track excavation project north of the Restoration Facility.

Equipment around the Depot will be arranged to enhance operating possibilities for the Year End party.

Thanks to our operations crew of Norm Shaddick, Dave Luca, John Redden, Bob Miner, Jeremy Tuke, Rich Israelson, Charles Harshbarger, Dick Holbert, Jeff Carpenter, Ed Van Horn and others.

Motive Power Report

by J. E. Redden

There has been a great deal of work done on our ever-expanding fleet of locomotives during 1999. Rather than attempt to include all of the work on every engine, we have decided to focus and give a detailed report about the accomplishments on one engine, the RG&E 45-ton center cab, our number 1941.

Rochester Gas & Electric donated this engine to our Museum in 1992. Although arrived in good condition overall, it was showing signs of many years of use. We had wanted, for several years, to make heavy

(Continued on Page 5)

Motive Power *(Cont'd from Pg 4)*

repairs on this unit. This year, we did officially remove it from service and the pace of restoration work has picked up considerably.

The Spark During the spring of this year, Dale Hartnett's Young Railfans Explorer group selected the 1941 as one of its projects. They spent many man-hours degreasing, stripping paint, and wire-brushing rust from the truck frames, rods, and counterweights. The quality of their work really shows. After painting, the trucks look tremendous. Many thanks go to Brett, Dale, Doug, Kevin and Nathan for all of their hard work on the trucks. They were the spark-plugs that got the rest of the "regular" volunteers moving forward on renovation of the 1941.

The Big Hitter Not long after the Explorer group started work, Dick "Lucky" Luchterhand showed great initiative in starting to strip the paint from the exterior of the unit, using a pneumatic needle-scaler. For many Saturdays this summer and fall, Lucky was a fixture on the engine, slowly chipping several layers of paint and rust. For those who haven't seen this type of work, you should know that it is loud, messy work that takes a great deal of patience. But his perseverance has paid off, as he has almost single-handedly removed the paint on both hoods, both pilots, and the lower cab walls and the doors. He has had some help from several other volunteers, including Kevin Klees, Chris Hauf, Jeremy Tuke, and John Redden who have worked with the wire brush and needle scaler, as well as the chemical preparation. This work has allowed us to apply a quality coat of primer, in preparation for final painting. Although he has had some assistance, I think all would agree that we owe our gratitude to mainly one person for this part of the restoration. Hats off to Lucky for his many, many hours on this task.

The Elves Help Out Once the Young Railfans and Lucky got moving on the restoration work, quite a few volunteers have stepped up to add their efforts to the project. It's a sign of a healthy organization to see the large number of people, with their varied skills and interests that have been engaged in these tasks.

If you haven't seen our favorite little engine for a while, you are in for a treat. The truck frames are now a nice glossy black, and most of the cab and hoods are now primer gray. This painting has been done primarily by Chris Hauf, Jeremy Tuke, and John Redden.

While work proceeded on the outside, Jeremy Tuke volunteered to remove the many layers of paint in the inside of the cab. He started with one of the more challenging areas, the ceiling of the cab. This task is now partly done, thanks to Jeremy.

In addition, we have partially disassembled the locomotive for parts replacement, repairs, cleaning and painting. The radiator shutters were removed by Dave Luca, Lucky Luchterhand, and John Redden. Rand Warner removed the switching steps to give easier access to the running gear. Chris Hauf has removed the coupler cut-levers. Jim Johnson and Holbert have removed the batteries and set them up on a stationery charger. They also evaluated the condition of the wiring systems on the unit. Neil Bellenger has drained the radiators in preparation for improvements to the coolant piping system.

Another major goal was the rehabilitation of the brake system and its related components. Much of the piping had heavy corrosion and was in need of replacement. John Redden removed the main air reservoir. Ron Amberger, Kevin Klees, Norm Shaddick, and John Redden have removed and replaced many of the pipe components. Jeremy Tuke had previously arranged for the donation of a newer, welded air reservoir. We achieved another milestone during the summer when we conducted our very first hydro-test, on the welded reservoir, under the supervision of Ron Amberger. This was done with a water pump that had been donated by the late George Hockaday. Dave Luca, with help from Rick Israelson, has disassembled the locomotive's brake cylinder for COT&S. He procured a new packing ring for the piston from Westinghouse Air Brake, and is in the process of cleaning, lubricating, and re-assembling the cylinder.

Plans The future plans include the conclusion of Lucky's work on the upper parts of the cab and windows, and finishing the stripping and painting inside the cab. New lower side-sheets for the cab walls will be fabricated and installed. After priming, we will be finishing the outside with a coat of RG&E green. We will be installing the welded reservoir and new pipe and fittings for the air brake system. Dave Luca will be re-assembling the brake cylinder. Rand Warner is tracking down a new or used set of batteries. Jim Johnson and Dick Holbert will be repairing and replacing the wiring. Neil Bellenger will be making improvements to the cooling system, replacing old hoses and re-arranging the piping to provide better cab heating.

We hope that by this time next year, our 45-tonner will be significantly improved, both in appearance and operation. Thanks to all of the volunteers who have helped so much on this unit.

Thanks to

Gerard Beauchamp for donation of wood burning cast iron parlor stove and window mounting large air conditioner.

Earl Brickley estate for donation of assorted hard cover railroad books.

Donald Zenkel of Chamtek Mfg., Inc. for donation of two Cincinnati milling machines.

Lewis Atkins for donation of two freight trucks, a small Plymouth loco, Whitcomb loco parts and steel pallets from Genesee Scrap and Tin Bailing Corp. at the old Odenbach's plant.

Neil Bellenger for use of backhoe tractor and trailer.

George Knab for use of welder on rubber and tandem axle trailer.

Joe Scanlon for use of Huber grader, pick up to pull trailers, and Bay City shovel.

Charles Harshbarger for use of Bay City shovel and single axle trailer.

John Redden for use of locomotive, caboose, trailer and speeder.

Jerry Lederthiel for info on track and rolling stock.

Kevin Klees for offer of medium size metal lathe.

Jasco Machine for donation of band saws and mills.

Donald Lawrence for donation of antique cement mixer machine on two axles, with rebuilt motor.

Wanted

- Skid steer loader
- Hydraulic excavator
- Drott cruize air
- Box car 40-50 foot, roller bearing
- Pallets: wood, metal, plastic
- Blocking: 4x4, 6x6, 8x8, etc.
- Rail bonds: Copper #4-0 or larger
- Interurban air whistle
- Interurban trucks MCB type
- 53-foot flat car for line car project
- Relay ties and switch timbers for new track construction
- Contractor light strings.

(Continued on Page 6)

Wanted*(Continued from Page 5)*

- Hand and power tools for our new Restoration Facility, and also for several more dedicated tool kits for individual projects.
- Small, portable, single phase, 120v/240v plasma cutter, and MIG/TIG welder -- for sheet metal work on Trolley #60, PRR N5c caboose, Erie Stillwell coach, RG&E 1941 45-ton diesel loco and other metal work projects.

The 40&8's

by Ted Jackson

Last year, one of our members mentioned a three-day stint in some 40&8's during World War II as his least desirable experience in railroading. I think most of us who have shared that experience would agree although most would also agree that they were memorable. The "40&8's" were box cars which could carry either 40 men or 8 horses and the term dates back at least to World War I, whence the organization in whose building we have our meetings.

My initiation was in the fall of 1944 as a member of the 104th Infantry Division. We rode the 40&8's from the Normandy peninsula to northern Belgium where we went into combat. We had made an overnight march from Barneville, France to La Haye du Puits where we boarded our cars.

Our train was made up of an assortment of cars and the one we were assigned to was built for the U.S. Army. Memory is a little hazy at this point but I believe the outside of the car was made of metal and the inside had a number of wooden studs around the edges to which we attached our equipment as best we could to keep it from sliding. The car was supported by two single axles rather than four-wheel trucks. The car behind us had come from Germany. It was an outside-braced car with a perch on the back for a brakeman. As we had quite a bit of equipment with us, we only had 33 men on our car. Even so, not everybody could lie down at the same time. (Our platoon leader mentioned something to the effect he would rather ride with eight horses!) To give us a little more usable space we fastened one of the doors shut. Sanitary needs had to be dealt with wherever and whenever we stopped - fortunately for that, we stopped fairly often. The engineer would always sound his whistle when we were about to depart but every now and then, someone had strayed too far from the train. We had people rejoining us all the way into Belgium.

Motive power for our train was a 2-8-0, also built for the U.S. Army. (The train behind us had an internal combustion engine of some kind - possibly a U.S. Army Whitcomb; I wasn't familiar with that type of engine at the time.)

We were scheduled for a three-day trip from La Haye du Puits to Vilvorde, Belgium and had enough K-rations for that period of time. Any of the rail lines in Normandy which we used were single track and some of them were probably not in first class shape as they had been bombed many times over the course of the war. Our route was to take us north to Valognes to get on a more direct line through to St. Lo. Eventually we would get on a main line of sorts for Paris. One day out of La Haye du Puits, we were in a town between Valognes and St. Lo where we stayed for several hours because four of our cars had derailed at a grade crossing. Nothing serious, one broken arm, I believe. We had heard that the train ahead of us had trouble going down a grade and had also left the tracks. We were always having things fall off the wall when slowing down or stopping. A couple of fellows, when looking out of the car, lost their helmet liners on some of these occasions. These were plastic helmets that went underneath our steel helmets and resulted in them having to wear cloth hats the first couple of days in combat.

One more day and we arrived in St. Lo. The reason for our slow progress was due more to train priorities than problems such as derailments. Trains carrying supplies to the front had right of way over anything else, particularly if they were carrying ammunition or fuel. Westbound trains probably had an even tougher time of it although they needed to arrive at their destination in order to be turned around again to the east. The bottom priority was probably the prisoner of war trains. We met one of these and they were made up of open gondolas - that must have been a long ride. (A member of the Sarasota Chapter of the NRHS I talked to recently had been an MP over there and said the gondola train must have been an exception; his POW trains always used box cars.)

We knew by that time that there was no way we would be in Belgium on schedule and we were running out of rations. That night we ended up in a large yard - I think it was Argentan. We were there for a while and some of us thought a little "moonlight requisitioning" might be in order. We got into a car on a freight near us only to find that it was loaded with office furniture! Later we boarded another car loaded with cartons. We had no matches by then but if

you picked one of those cartons up and shook it, it sounded like cans of liquid. We decided to chance it and brought a carton back to our car. Our prize? Twelve cans of chili con carne without beans!

The following morning we were in Paris. We did not go directly into the center of the city but crossed along the northwest side of the city. With our luck, it was the southeast door we had fastened shut so our view of Paris was rather limited. Later that morning we passed through the villages of Senlis and Chantilly. I remembered having read about both of them regarding some incident in World War I when I was young and it was a strange feeling going through them. That night we did get some official rations.

Another day and we were in Belgium having spent what seemed like an eternity in a yard on the French-Belgium border. We proceeded through Waterloo and were on our way to Brussels. Since we knew this was our last day, we unfastened our door to get a better view of Brussels. Would you believe that Brussels had a tunnel right through the middle of the city? We saw zilch. Mercifully, Vilvorde was only a few miles farther north where our train came to a final halt and we departed for our new adventure.

*** Christmas Wish List ****** Year End Giving List ******Tax Planning & the Millennium***

Restoration Building: Floor slabs, Exterior tracks, Interior tracks, Underground utilities.

Rochester Lockport & Buffalo Interurban #206: Trucks & Bolsters; Pilots, Couplers, Truss rods & Related; Exterior rehab; Interior rehab; Interior furnishings

Heisler 0-4-0 Fireless Steam Loco: Lagging removal; Charging boiler; Running gear; Cosmetics

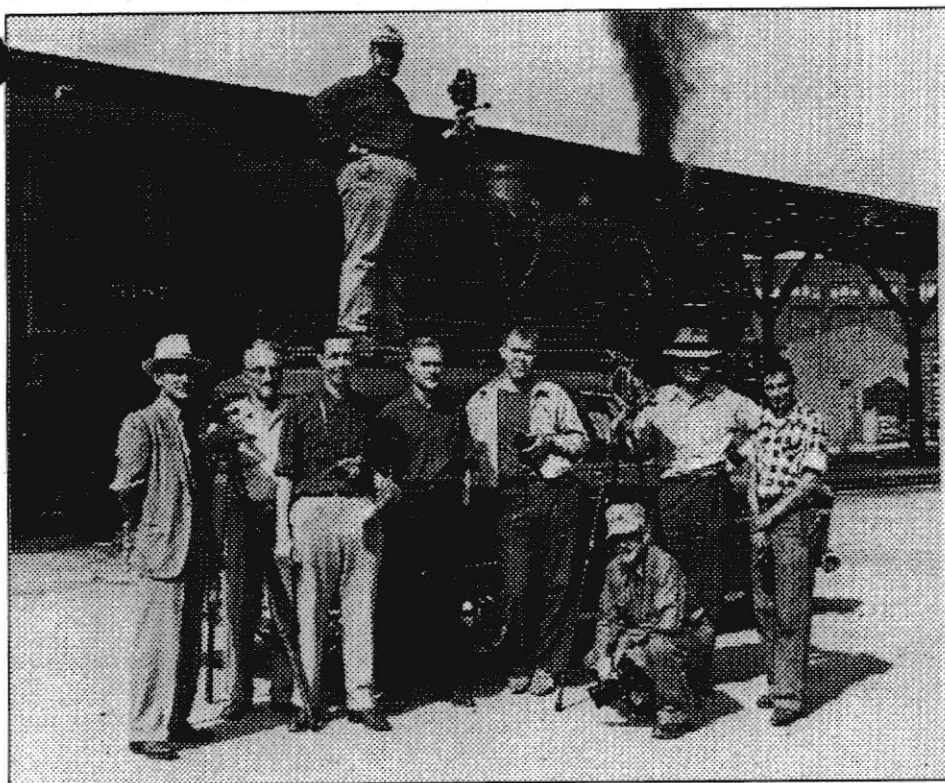
Rochester Subway Car #60: Running gear rehab; Steel framing rehab; Exterior sheet metal; Interior appointments.

Vulcan 0-4-0T Steam Loco #12: Boiler work; Firebox work; Running gear; Lagging removal; Jacketing.

Erie Depot Building: New roof; Plumbing; Drainage; Flooring.

See Page 5 of the November *The Semaphore* for cost estimates for any of the subcategories listed above.

Desire more information? Contact Rand Warner, 58 Park Circle Drive, Fairport, NY 14450-2537; 716-425-8586. He will discuss several options to assist you in helping the Chapter in these various fund drives.



Mystery Photo

Our Historian, Don Shilling, unearthed this photo in our Archives. We would like to know the occasion of this event, the date, and if possible, the names of the participants. Your Editor thinks it might be the Kodak Camera Club at the time the "Vanishing American" was filmed. Three quality movie cameras are visible, along with four still cameras.

Call Don at 381-3171, or Gale at 544-6221, or send reply to: Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433.

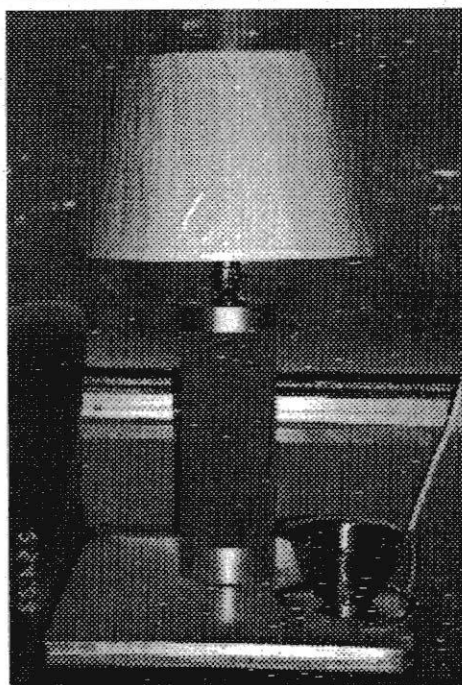


Editor's Corner

Over the past year, our members have submitted interesting articles for publication. Because of their length, it is a challenge to fit them into our 8 page format using 11x17" paper. The latter necessitates either a 8 or 12 page issue - whereas 10 pages would be nice! The upcoming January issue is planned to be 12 pages to catch up.

In the meantime, Y2K will come to the front. The present computer is a 386 with Windows 3.1, and is a trifle short of memory, causing a lot of 'disk swapping', particularly with pictures. The publishing program use is "Publish It", which may not be Y2K compliant!

A Pentium 166 has been sitting on the side-line for several years with Windows 95 and Microsoft Publisher 97 installed. It looks like the time has come to "convert". By the way, the enclosed flyer was done with MS Publisher with ink jet printer output.



The original table lamps are missing. These replacements were constructed from a PVC pipe, wooden caps, velour covering and purchased hard-to-find lamp shades. A long threaded pipe secures the lamps to the tables.

More on the Pine Falls

Submitted by Lynn Heintz

[Based on a letter written by Michael Bolan of Cedarhurst, NY dated June 5, 1998 and published in "The Keystone", newsletter of the PRR Technical & Historical Society.]

"Lynn Heintz answered his own question present in "The Snapper" of the Spring 1998 issue of *The Keystone* about the so-called "Pine Falls Puzzle." Most likely the LIRR shop crew stenciled the car PANTIGO by mistake and then correctly lettered the car POQUOTT. It's very possible that this happened shortly before the 1971 parlor season, when the cars were renamed. These cars had been repainted to MTA colors and renumbered in 1970, but they still retained their original names. Perhaps in the haste to letter the entire fleet, the ex-PINE FALLS became PANTIGO for a short time before it became POQUOTT. Incidentally, PINE FALLS was bought in October 1968, along with four other ex-PRR cars; it did not arrive in September with the four other FALLS cars.

"In my research for the article that Mr. Heintz mentions ("The Route of the Week-end Chief," in the Autumn 1995 issue of *The Keystone*), as well as other features, I heard of gaffs and mistakes, but not on lettering a parlor car."

Mr. Heintz's letter does however, raise another question. He states that there were remnants of Dashing Dan the Commuter on the car. This is quite surprising, because by this time (1968), both Dashing Dan and his paint scheme had been retired ... or at least I thought he was. Until now I thought that no Dashing Dan heralds were ever used on LIRR cars that wore the MTA paint scheme of platinum mist and nordic blue. Perhaps the shop crew was really having some fun with this car."

Pine Falls Activities

Just in time for last year's Year End Party, two table lamps were newly constructed based on 1940 photographs of the *Falls* series of cars. Those lamp shades are rather rare in today's market, costing \$35 each. Also the lamp table, which serves as a magazine rack and speaker cabinet, was refinished - although the base color scheme was later found to be incorrect.

This year's party *should* have another lounge improvement in place. To entice you to visit the Pine Falls, the 'chef' on the car will have 1) hot spiced cider, 2) freshly popped pop corn, and 3) treats containing black walnuts from the Depot's own grove of Black Walnut trees!

The Semaphore

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

Chapter Meeting & Program:

Rochester Subway

by Ron Amberger

December 16, 1999

40 & 8 Club

933 University Ave

Happy Holidays !

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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!!

Now to pour the concrete floor and construct the inspection pit!

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