



The Semaphore

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

March 2000
Volume 42, No. 7

Program for March 16:

Mononahela Railroad

by **Bob Achilles**

Bob will present a slide program of The Mononahela Railroad at our March meeting. The period covered will be the last 7 to 8 years of its operation.

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.

Library Winter Hours

2 to 5 PM on

Sunday, March 19

Library Phone: 872-4641

Program Chair Vacates in May

Jack Matsik, our Program Chair over the last few years, was looking forward to a replacement for over a year. No volunteer has stepped forward. Thus, Jack states he will "drop dead" (as Program Chair, that is) come the end of May.

Our meeting for the three summer months take place at the Depot. After that ????

Have you forgotten to renew your National and Chapter Membership for Year 2000?

Information on Page 2. The April (next month!) will be the last issue of *The Semaphore* you will receive if you have not renewed!

Calling Young Railfans

Again this year the Chapter, in cooperation with the Boy Scouts of America, is sponsoring the Young Railfans program for Year 2000. It is open to young people aged 14 to 20.

Interested individuals along with a parent/guardian are invited to an informational meeting to be held:

Wednesday, March 15, at 7:00 PM

Henrietta Public Library

455 Calkins Rd. (about 1 mile south of Marketplace Mall)

Public Meeting Room

Additional information is on our web site at: www.rochnrhs.org.

Operation Life Saver:

US DOT Issues Proposed Whistle Ban Rules

by Dave Hulings

In many communities across the United States, it is illegal for a locomotive engineer to blow the horn at highway-rail grade crossings. Most of these "whistle bans" are a result of residents' complaints about the noise.

Several studies conducted by the Association of American Railroads and the Federal Railroad Administration demonstrated what some people might consider to be an obvious result of whistle bans: the collision rate rose dramatically at crossings where whistle bans were in effect. In one study on the Florida East Coast Railroad, collisions increased 195%. In several locations, the FRA issued emergency orders to supersede the municipalities' rights to enact whistle bans, much to the disapproval of the residents.

The Swift Rail Development Act of 1994 required the U.S. Secretary of Transportation to order the locomotive horns be sounded at every highway-rail grade crossing, which effectively overruled any state's or municipality's ability to enact a whistle ban. However, the Swift Act also contained a provision requiring the Secretary to formulate conditions needed for quiet zones where a locomotive horn will not be sounded.

>>>>>

Despite the clearly demonstrated safety problems associated with whistle bans, as well as the results of other analyses undertaken by the FRA that showed that locomotive horn noise "did not produce a significant lasting effect on residential prices", there is increasing pressure from states and municipalities to allow whistle bans to be re-enacted. To meet this demand as well as to comply with the Swift Act, the FRA has created two sets of supplemental safety measures that are designed to provide safety benefits comparable to sounding of the locomotive horn. If a municipality wishes to impose a whistle ban for a grade crossing, it must comply with one of the requirements defined on the "Appendix A" list (which the FRA will accept with no further involvement), or with one or more of the items on the "Appendix B" list (which gives the municipality more flexibility, but requires specific FRA approval). (Those appendices appear below.)

The FRA is soliciting public comment on all of these proposals. To read the Notice of Proposed Rule Making and draft Environmental Impact Statement, check out the website <http://www.fra.dot.gov/horns>, where you can view or download all the details of the proposals. To comment, or to read the comments that others have written about the proposals, look at website <http://dms.dot.gov>; from there, click on the SEARCH button, and in the Docket Number Search box, enter 6439 then click on the SEARCH button.

(Author's note: Talk about an emotional issue! It's apparent that many of the folks who have commented would be happy if they never heard a train whistle again, regardless of the consequences. A number of the comments clearly express a "not in my back yard" feeling.)

Appendix A:

1) Temporary closure of a crossing, where a crossing is closed to vehicle and pedestrian traffic during the same hours

(Continued on Page 7)

Track Car Training Schedule on Page 3.

Step right up, qualify, entertain our visitors, and enjoy the scenery along the RGVRM/NYMT right-of-way!



Visitor Operations 2000

Help Us --- Help Our Visitors

Visitor Operations for the new millennium will see several changes. First we'll be celebrating the Casey Jones Centennial starting on Sunday, April 30th. On each Sunday in May we will also in honor Casey's memory with a different visitor program presented in the NYMT gallery. (*Schedule in April issue.*)

Plans are underway to make the visitor experience more interesting and easier for the Depot museum guides to facilitate. In the past one lonely guide was all that was necessary to shepherd the few Sunday visitors we had around our sparsely filled yards. The linking of rails with the New York Museum of Transportation initiated track car rides. A visitor survey indicates that the ride is the highlight of the trip to the museum.

Now we're challenged to make our museum visit worthwhile. This year we'll emphasize our New York Central Caboose, our diesels, a video of Trolley Car 60 and other exhibits. The 2000 season needs two guides especially on a busy Sunday.

Chapter newcomers will be assigned to join seasoned volunteers for a few hours on a Sunday. This provides break time for the guides and offers those new members first hand experience. When possible, we'll use teams of spouses. Two couples, teaming together, offers a 'family-type' feeling for visitors.

All Chapter members are eligible to be Depot guides. You'll learn a great deal about the museum when servicing as a guide for just ONE SUNDAY AFTERNOON. Hours are from 11:00 A.M. till 4:30 P.M.

The Semaphore will carry a monthly list of volunteer Depot guides and their assigned Sundays. If an act of God causes a guide to

Planning Meeting: This group met recently at the Depot to outline the major projects for this year. From left to right: Rand Warner, Charles Harshbarger, Dale Hartnett, Dan Waterstraat, Dave Luca, Bernie Cubitt, Chris Hauf and Jeremy Tuke.

Don Shilling 'panoramic' photo

be unavailable on their assigned Sunday, they are to contact someone on the list to switch assignments. That way the Depot will always be covered, visitors greeted and their experience made a memorable one.

Donovan Shilling,
Volunteer Coordinator

Membership Update

Beth Krueger, Chairperson

New Members:

Please welcome new members (who will be nominated at our next meeting):

Mr. Gary Jurkowski *Interests:* Rolling stock restoration, Trips, Museum operations/track car driver, HO modeling, G&W Family enthusiast. Mr. Jurkowski is Chief of Police in Perry, NY and does weather observations for Channel 13 & the National Weather Service in Buffalo.

Mr. Carl Manske *Interests:* Library, Publications/historical research, Trips.

Mr. Michael P. Murphy *Interests:* Rolling stock restoration, Trips, Publications/historical research, Museum operations/track car driver, Web page. Mr. Murphy is systems specialist/programmer & EMT.

Mr. Doug Perot *Interests:* Rolling stock restoration, Trips, Publications/historical research.

Current Member News

Mr. Curtis Boyer passed away the morning of March 6 at St. John's Home. He is survived by his wife, Carol. A memorial service is planned. Until about ten years ago, he was very active in the Chapter often working single-hand on his projects.

I regret to inform you that **Mr. Arvid E. Roach** has passed away recently as reported in the *NRHS News Extra*. He lived in Virginia.

Membership Renewals

Thanks to all who have sent in the renewals. The position of Membership Chair has been in transition. If you did not receive a renewal package, please accept my apology. I will gladly send one to you. Just contact me at one of the following:

Telephone: 288-1304 (home) or 292-2732 (work)

E-mail: bkrueger@frontiernet.net

Mail: see box below

Many thanks to Janet Luca, Marie Miner and Steve Oagley. At the library on February 20, they helped me record dues paid and then put membership cards in envelopes for mailing. Over 100 members' renewals and several new memberships were processed. Thanks also to Ira Cohen!

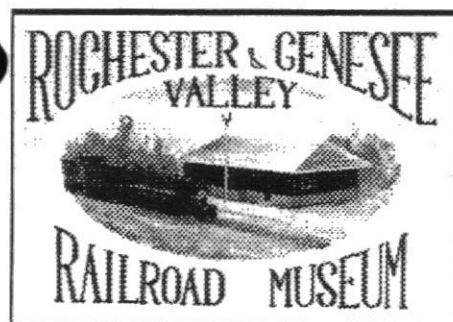
Membership Information

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 664, Rochester, NY 14603.



Rand Warner, Director, 425-8587

Winter Work Parties

Work never stops, no matter what the weather! Our Tuesday afternoon and evening work parties have continued right through the worst of the snow and cold. It is surprisingly comfortable inside the new Restoration Facility, even without heat. Just being in out of the wind and the damp makes a huge difference.

First Winter Sleepover

Oh, the weather outside was frightful, but inside the fire was delightful certainly describes our sleepover in the NYC caboose Saturday night, of February 19.

Jeremy Tuke, John Redden, Rand Warner and Steve Huse and his dog "Main-Line" struck it out overnight. Chris Hauf joined us for supper. It was Sat/Sun February 19/20.

We had an elaborate steak supper and an equally elaborate pancake breakfast.

The coal stove kept us all warm. Hope to see you there next winter!

First Aid Training

Dave Hulings and Mike Byrne provided a really fine emergency training overview to over a dozen of us Saturday morning, February 19 at the Henrietta Volunteer Ambulance facilities. It was a very comprehensive and greatly appreciated by us all.

This session generated number of specific safety/emergency action items, and also inspired us all to a greater consciousness and awareness of safety.

We look forward to keeping the momentum going in this safety arena as well as more efforts on our Operation Lifesaver Program activities.

Thanks again Dave and Mike for a great presentation and a long running continuum of support to the Chapter and our public.

Drainage is Priority

At our most recent Building Committee meeting held Saturday, February 5, we discussed interior and exterior aspects of the on going Restoration Building Complex project.

Installation of needed drainage ditches, piping, culverts and catch basins is the highest priority, as soon as weather permits.

In the meantime, we are repairing and preparing critical construction equipment for the Spring rush.

Simultaneously, we are working on the power trailer, so that it can soon be moved outside the Restoration Building.

New Welding Equipment

Your Board of Trustees has approved capital funds to purchase modern MIG welding and PLASMA cutting equipment.

Art Mummery, Rand Warner and Dave Luca have reviewed available equipment and settled on our equipment definition. The new equipment is now in procurement.

Along with the equipment and accessories will come training. We are looking forward to heavy participation on the training, so that a LOT of people can put this new equipment to use on a LOT of different projects.

Utility Power Trailer

Under the leadership of Jeremy Tuke, we now have completely installed a new aluminum roof on the power trailer. Jeremy was assisted by Bob Miner, Rick Israelson, Jeff Carpenter, Rand Warner, Bernie Cubitt, etc.

The next job is to secure the trailer body to the special transport frame. The diesel generator set and large air compressor are already secured to the trailer body.

Jim Johnson is specifying electrical apparatus to be procured new or used.

Restoration Facility Shops

Through the efforts of Ron Amberger and the generosity of two local machine shops, the Museum has received several valuable wood and metal working machine tools.

The first shipment was two Cincinnati milling machines from Chamtek Manufacturing.

The second shipment includes one or more band saws, a Bridgeport mill and possibly more, from Jasco Tools.

These machine tools, along with a lathe coming via Kevin Klees, will give us a good capability to make our own wood and metal parts.

RL&B Interurban #206

Bernie Cubitt, Bill Chapin, Chuck Whalen, Jim Johnson and Rand Warner are continuing work on the interior of the car this winter.

Power for lights and tools, running off an auxiliary generator, has been rigged up by Jim Johnson.

Linoleum floor covering and insulation, added when the car was used for a home, are being removed.

We plan to restore the smoker section first; with borrowed seats, finished paneling, reinstalled partitions and door, reinstalled ceiling and soffits, and brass baggage racks.

Bernie and Rand have taken a road trip to look at a set of trucks.

Panel Track Production

We will be getting into panel track production again as soon as interior barn space is available, or exterior if weather permits.

To that end, John Redden has ordered and picked up a keg each of track bolts for 80# Dudley and 90# RA rail joints. Rand Warner has ordered and received 100 relay ties in 6"x8" size.

The track panels will be used to extend Track #6 this Spring.

Schedule for Track Car Training:

Classroom:

- Saturday, March 25
- Saturday, April 1
- Saturday, April 8

Combination, Class & Hands on:

- Saturday, April 15

Hands on:

- Saturday, April 29
- Saturday, May 6
- Saturday, May 13

Jeremy will be making a mailing to all previous operators. Anyone interested should contact Jeremy Tuke at 359-8944.

Classroom sessions are about 1-1/2 hours. These will cover operating procedures, safety issues and related topics.

Operating sessions will involve actual operation of available track cars up and down the line.

Trackwork at Switch #6

John Redden and Norm Shaddick have ordered and received a set of new bolts for the frog in Switch #6. These are not trivial bolts.

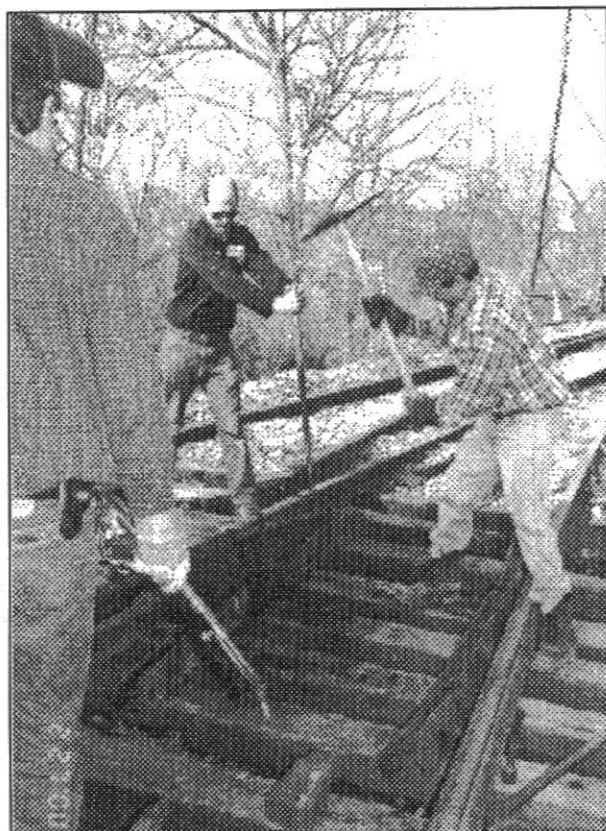
Replacing these old, rusted, stretched and HUMUNGOUS bolts will give us a reliable frog.

As soon as the frog is rebuilt, possibly by the time your read this, we can begin the final phases of rehabbing Switch #6 for the Y2K season opening.



A broom comes in handy!

Jeremy Tuke, with torch, Steve Huse stabilizes the frog assembly, while John Redden "taps" away to drive out a very stubborn bolt!



Ford V8-60 Railway Express Truck

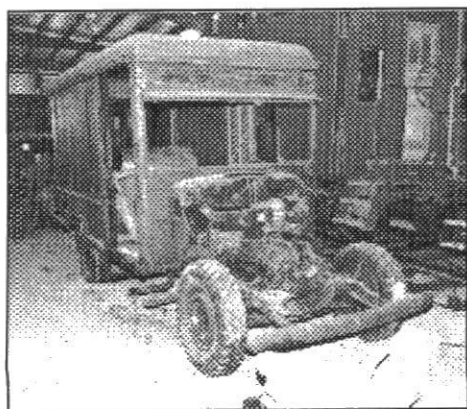
Our truck is in need of a pair of replacement fenders 1939 era, and a better hood.

The radiator is off and can now be sent out for repair.

The engine area is now getting attention — carb, fuel pump, plugs, distributor, etc.

The engine is free and we should have a crank-up soon.

Thanks to Dick Bean, Hiram Collins, Lynn Heintz and others.



The REA truck awaits fenders, hood, radiator — and some TLC.

Rochester Subway Car #60

The Tuesday afternoon crew, augmented by Jim Moore, Dave Luca, Bernie Cubitt, Bill Chapin, and others, has completed the removal of all wood from the main carbody interior.

Now we are removing wood work and ventilators on the roof exterior.

Removal of all wood work will permit us to do welding repairs on the metal skin and framing. A significant amount of sheet metal above and below the side windows requires replacement.

Burro Model 30 Loco Crane

Dick Bean, Hiram Collins & Co. have completed all sheet metal work. They have also repaired and reconnected various lube lines and grease fittings.

The next task will require at least four people together to reinstall the cover assembly over the main drive chain.

Art Mummery and Bob Mader are going to Buffalo to get a special flywheel-to-clutch plate adapter.

Then we can put in our new diesel replacement prime mover and start checking out a real runnable locomotive crane!

Burro crane, you're looking good! >>>

Thanks to . . .

Dave Monte Verde for info on car seats and rolling stock.

Beth Krueger and Bill Chapin for info on small Plymouth locos.

Lynn Heintz for offer of trailer, shop tools and baggage racks.

Jasco Tools for donation of machine tools.

Charles Harshbarger for more cabinets and power tools.

Art Mummery and Dave Luca for welding equipment info.

Terry Flynn for locomotive information.

Dale Hartnett and Lynn Heintz for RR structures information.

Dick Holbert for renewal of our FCC two-way radios license

Ontario Midland RR for donation of freight car truck.

RG&E for donation of Cummins diesel prime mover.

Ted Strang of NYMT for use of power nibbler for sheet metal.

George Knab for use of his rigging equipment assortment.

Dale Hartnett for donation of a wagon load of specialty tongue and groove roof sheathing for trolley cars.

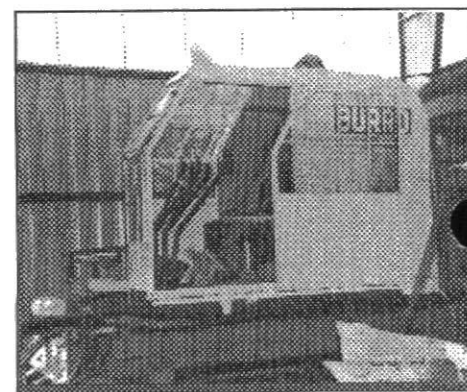
Tom Tisher for tools.

Al Pastorell for the Erie caboose windows.

Bill Reddy for locomotive builders records.

Toronto Model Railway Show, March 18 & 19

The Toronto & York Division, Canadian Railroad Historical Assoc. is sponsoring this show at the Toronto Congress Center, 650 Dixon Rd., Toronto. They have sent 400 flyers for distribution — and have requested information about our museums as they are planning a trip here.



BR&P Caboose

The caboose is no longer coming apart. It is now starting to go back together!

Dave Luca, Dale Hartnett, the Young Explorers and others are now installing new roof boards on the body south of the cupola.

There are more new boards needed on the cupola and elsewhere.

Then we can star re-siding the west side with new sheathing.

Talk to Dave or Dale if you want to get in on the fun.

Steam Team

At our most recent steam loco meeting held Saturday Feb. 12, we discussed work to be done on our Vulcan and Heisler locos.

We are soliciting bids to remove lagging on both locos, at the same time if possible.

Interior and exterior detailed pressure vessel inspections can be performed on both locos once lagging is removed.

Steam fund monies have been augmented by proceeds from pop can refunds, trip to Tioga Central RR, Annual Picnic, and allocations from your Board of Trustees.

Woodworkers

Our RGVRM has a lot of wood artifacts — freight cars, cabooses, trolley cars, buildings, steps, displays, etc.

They all take care and nurture, and in some cases restoration, replacement, or replications.

Fortunately we have a lot of Chapter talent to apply to the many needs: Bob Mader, Bill Limberg, Bernie Cubitt, Dan Waterstraat, Dave Luca, Phil McCabe, Bob Fitch and others.

Our two latest "Discoveries" for this type of critically needed help are Kevin Klees and Al Pastorell. Kevin has recently made doors and windows for the Heisler steam loco. Al has just made windows for the Erie caboose. Kevin's next project may be doors and windows rehab for the Vulcan steam loco. Al's next project may be the RL&B trolley #206, or the BR&P caboose.

Please give us a call if you can help us on woodwork.

Wanted

Low profile track jacks
Relay ties: 6"x8"
Relay switch timbers: 6"x8"
Antifreeze
Hydraulic fluid
Cantilever passenger car jacks
Power shear or power nibbler, air or electric operated
Wood planer machine
Wood router machine
Wood joiner machine
Small rock crusher: 10-100 HP
Small gravel screener: 10-100 HP
Skid steer loader
Rubberized canvas tarps
Brill 27 MCB trucks or equivalent with or w/o motors
Trolley marker and flag brackets
Trolley retrievers and pole assemblies
Three-phase, 480v, 200 kw or larger generator, for tag power unit for trolley car
Self-propelled Doodlebug car: 30-50 ft. long, 30-50 passenger capacity
Electric fork lift truck for parts; can be operating or non-operating

For Sale — Surplus Items

Signal relays and crossing signal parts: see Neil Bellenger, 359-9985.

Track parts and landscape ties: see Rand Warner, 425-8586.

Construction tools and equipment: see Joe Scanlon, 392-8841.

Passenger car parts: see Bob Miner, 671-3589, or Dave Luca, 288-0318.

Freight car parts: see Chris Hauf, 381-8583.

Diesel loco parts: see John Redden, 388-9124.

Building materials: Dave Luca, 288-0318.

Tools and hardware: see Charles Harshbarger, 266-8339.

Engineering supplies: see Jim Johnson, 467-1672.

Library Report

Charles Robinson, Library Chair

The Chapter Library will be open for general use Sunday afternoon, March 19 between 2-5 PM. The library is located on the far left hand side of the parking lot at the end of May Street in Webster. May Street is the first street on the right after traveling north beyond Route 104/North Avenue (Route 250) underpass. The library contains many informative rail books that circulate as well as almost complete collections of Trains and Railroad Magazines as well as other rail publications.

The library staff is usually at the library every Monday evening between 7:30 and 9:30 PM and the library is open for limited use. Please call the Library Chairman, Charles Robinson, at 716-377-4245 to be certain that someone will be at the library on a particular Monday night.

The past month has been an exciting time for the staff with several important happenings. First, Tom Lockwood, Executor of the Lloyd Klos estate, has given the Chapter Lloyd's collection of Rochester area railroad historical materials. Lloyd was a member of the Rochester Chapter NRHS at one time and was an active local historian with a strong interest in the rail lines. He is well known for his series of books entitled "A Resident's Recollection's" that dealt with a number of interesting Rochester historical topics. Of special interest were the essays in these books on the railroads and trolley lines in Rochester area. Gale Smith assisted in obtaining Lloyd's albums and scrapbooks. Currently these historical materials will be available at the library by appointment for those who wish to undertake historical studies of the Rochester rail lines. This is a local rail historical collection and the Chapter is pleased to have acquired this donation.

Secondly, Bill Reddy, by way of Jeremy Tuke and Chris Hauf, gave the Chapter a number of his files on railroad locomotives. These files contain descriptions of locomotives of a variety of manufacturers as well as the locomotive's resale and ultimate disposal. Also included were a number of other railroad historical items that our staff will be sorting and filing for eventual use. This kind of material is very important rail historical information. Reddy's collection is large and will take some time for the staff to organize. We are most grateful for this donation.

Thirdly, this month John Stewart, Bob miner, Dave Luca, Stephen Oagley, Eric Drum and myself have had an enjoyable time looking at, sorting and storing in

News Release: From Geoff Gerstung, NRHS Vice President, Northeast Region

The NRHS has joined Amtrak and the National Park Service in partnership to provide route guides and, possibly, live commentary onboard certain Amtrak trains this summer. Proposed are Trains Nos. 68 and 69, the "Adirondack".

To be viable, there must be a large group of dependable, qualified volunteers to staff the trains. Similar programs have operated with positive results on other Amtrak routes.

More details will be in the next issue of *The Semaphore*.

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Library

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sleeves the photographs and other items in the Chapter's collection. Rail photographs are always interesting as one frequently finds another unusual shot of a long-forgotten line in our collection. Some of the other items in the collection are quite rare.

John Stewart donated a book entitled *B&O Cabooses*. Copies of the lengthy John Woodbury negative list that Jerry Gillette just completed have been made and will be available at the Library.

Jerry is currently entering into a database, the listing of Erie RR blueprints, which fill four(!) long storage crates.

Chris Hauf made and applied a set of professional looking labels to some of our magazine holding boxes.

Come see us Sunday, March 19!

WHO WANTS TO BE A MOTORMAN?

By Bill Heron

There seems to be a lot of interest these days in trolley cars both among Rochester Chapter members as well as among our neighbors at the New York Museum of Transportation. Therefore, perhaps a few basics concerning the operation of a trolley car might be worthwhile. But first a caveat: reading this brief piece may help you to understand what is involved with being a motorman, but it surely will not qualify you to grab the controller and take off.

Most of what I know about trolleys comes from my experience at the Pennsylvania Trolley Museum at Washington, PA. I have taken their three day course, put in my time as an apprentice and then was given the title of "Senior Operator", or to use the term to which PTM is converting, "Revenue Operator". This certainly does not make me a great expert, but I am willing to pass along some of the little I know.

Another thing, "trolley car" to me means something quite old fashioned and rather primitive. Those modern contraptions, the PCC cars, hold little interest for me. They're just too easy; you just sit there with your left foot on the "deadman" and your right foot on either the brake pedal or the accelerator pedal.

My kind of trolley car is epitomized by car #832, formerly operated by the New Orleans Public Service Commission. She was built in High Point, NC in 1923 by the Perley A. Thomas Co. (They make school busses today.) Car #832 has a great claim to

fame: she is the "Streetcar Named 'Desire'". Back when Tennessee Williams' play was a hit on Broadway, *LIFE* magazine did a spread on it. They needed photographs of a car on the Desire line and #832 just happened to be the one they picked.

Today cars just like #832 are doing their duty in New Orleans on the famous St. Charles line. In anticipation of the re-opening of the Canal Street line and also to help out on the Riverfront line, the New Orleans Public Service Commission is building a fleet of new cars in their own shop. These will look almost exactly like #832 and her sisters, but will have air conditioning and modern facilities for providing service to those who are handicapped.

The thing I like about Desire is that she is a real trolley car, just like thousands of others that used to exist. No automation, no power assists: her operator has to work with her to move her over the line. Because I am so fond of Desire and because I know her better than any other car, she will be my model for what I am about to tell you. Lots of other cars are quite similar, including several at PTM. Rochester Subway car #60 probably is similar and so possibly are the two Philadelphia & Western cars at the NYMT.

There are three basic control items that are necessary in order to operate Desire. These are the controller handle, the brake handle and the key. Having put the pole up, the operator boards the car. He or she listens to be sure that the air compressor is doing its thing. (There is a control knob on the car which can be used to turn the compressor on or off.) Usually, at PTM, the compressor is left "on" unless the car will be parked with the pole up for a length of time in which case the hand brake is set and the car is chocked. The compressor then can safely be turned off in order to save wear and tear.

The next thing to do is to insert the key. This is a flat piece of steel with a notch at one end. The key can be inserted or removed only in its neutral position. If the key is pushed to its forward position, the car will be able to move forward. If the key is pulled back to its reverse position, the car will be able to move backwards. (Backward movement is something that is done only very rarely and requires special precautions.) Traditionally, whoever has the key owns the car. Thus, for example, between trips, when the crew leaves the car it is the motorman who takes the key with him.

With the key in neutral, the operator next attaches the controller handle. (On some cars the controller handle is semi-permanently

attached and usually is not removed from the car. Then comes the third control, the brake handle. Now it's time to check the air pressure. No confusion here, the only gauge on car #832 is the air pressure gauge. Safe operating pressure is between 60 pounds and 110 pounds. The car must not be operated if the pressure is lower than 40 or higher than 125.

Starting the car in motion is done as follows. Since we shall be going forward, the operator rings the bell twice. The bell is rung by means of a spring-loaded plunger which sticks up a bit from the floor. The operator hits the plunger with his foot. Next the brake handle is put into the full release position and while the air is escaping from the brake line the operator eases the controller handle into the first notch. Forward motion begins.

On a lot of cars, #832 included, the controller handle offers eight positions. The first four notches are "series". That term is used because in the series notches, the traction motors are connected in series. Resistors also are in the circuit. In the first notch, only one fourth of the power entering the car via the trolley pole is allowed to go to the motors. The other three fourths is shunted to the resistors. As quickly as conditions warrant, the operator moves the controller handle to the second notch, (half the power goes to the resistors), then to the third notch, (one quarter of the power goes to the resistors), and finally to notch four, "full series", the first of two free running points at which no power is being wasted through the resistors.

Moving out of the fourth point, the controller handle goes through a neutral position, the transition point. The second set of four notches which follow are the parallel points. Here the motor circuits are connected in parallel rather than in series. Once again the operator moves up the notches as quickly as possible because in the fifth notch, the first parallel notch, only one quarter of the power is being used and three quarters is going to the resistors. Point eight, "full series" is the second free running point. Here all the power is going to the motors and the car can reach its highest speed, the "balancing point".

The free running points are the best notches to be in because in either of them, no power is being wasted and the resistors are not being subjected to wear. Best of all, however, is to be "notched off", not in any notch, but rather in neutral. This means you are coasting and coasting is free. No power is being used and no wear is taking place on

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Motorman

(Continued from Pg. 6)

the resistors. One thing that takes getting used to is the fact that if you are in, for example, notch seven and you would rather be in a lower notch, you must go all the way back to the beginning and work your way up to whatever notch you would like to be in.

Having gotten underway, the motorman's next task is to stop the car, hopefully smoothly and exactly where the car needs to come to rest. On Desire and cars like her, learning how to use the brake is the novice's greatest challenge. The book says that stopping ought to be done by means of a single application of air. The trick is in knowing how far to the right to push the brake handle and how long to leave it there. Too much air and you stop abruptly and probably well short of where you would like the car to be. Too little and you glide right past your intended stopping point.

Assuming you applied the air properly, the next step is to release it. The book stipulates two releases. The first cuts back on the rate of deceleration and helps to smooth the stop. The second lets out the rest of the air and when properly done, the car glides to a smooth, easy stop exactly where it ought to be. With the car stopped it's time

to open the doors to let some people off and others on. On Desire the door mechanism is strictly of the "Armstrong" variety. The motorman pushes a lever which connects with the door mechanism so as to open or close the doors. Some cars have air powered door mechanisms, and usually there is an interlock to prevent the doors from being opened unless the car is stopped and the brake is in a position to keep the car from moving.

The last thing I'll mention is the "dead man". This is a feature intended to prevent harm to the passengers, the car and anything else in the event that the motorman becomes incapacitated. Desire has no dead man, but most cars do. A common arrangement is to require that a downward force be maintained on the controller handle at all times when it is in a notch position. If the controller handle, which is spring loaded, is allowed to rise up while in a notch position, power is cut off immediately and the brakes are put into full emergency. The hard stop that results can be quite embarrassing to the motorman who has allowed his attention to drift and let up on the controller handle.

For me operating a trolley is one of life's greatest kicks. Maybe some of you also will feel that way when and if you get the chance.

Whistle Ban

(Cont'd from Pg. 1)

every day, and that traffic must be routed to other crossings.

2) Four-quadrant gate systems, to fully isolate a crossing from vehicle traffic. These prevent a motorist from avoiding a gate by driving into the oncoming lane of traffic. Estimated cost of a four-quad gate system is \$244,000, plus annual maintenance costs of \$2500-\$5000.

3) Gates with channelization or median devices. These keep vehicles from driving out of their traffic lane when approaching a crossing. Highway intersections within 60 feet of the gate also must be closed or moved, and the crossing warning system must use "constant warning time" technology. The cost of a median barrier installation is approximately \$11,000.

4) A one-way street using gates which fully close the traffic lane(s).

5) Photo enforcement, where cameras record motorists' actions when the crossing warning devices are activated, along with commitment of the law enforcement and judicial communities to vigorously enforce the applicable traffic laws at the crossing.

Appendix B:

1) Programmed (enhanced) law enforcement combined with continued crossing monitoring.

2) Public education and awareness, directed toward motorists and pedestrians near the railroad. Such programs must represent valid new local effort, not just redirection of existing (and presumably already over-worked) safety resources.

(Information for this article was abstracted from the newsletter of the National Association of Railroad Passengers, February 2000 issue, and from the DOT and FRA webpages.)

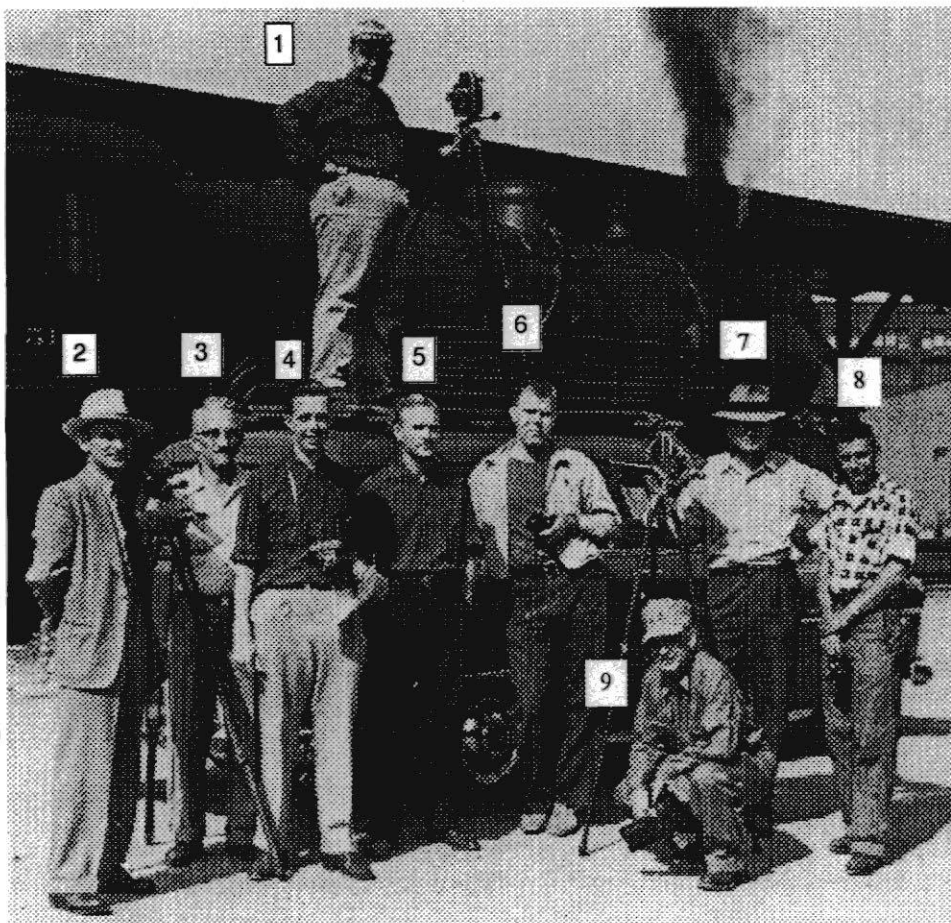
ID's for Mystery Photo

Bill Sherwood, narrator of the film "Vanishing American", furnished Bob Fitch with the names of five people in the Mystery Photo appearing in the Dec. 1999 issue of *The Semaphore*. Those identified were:

1. Ezra Poling
3. Norton Brownell
4. William Hollingsworth
5. Paul Stevens
6. Bruce Kelly

Others listed in the credits were: Jack Stolp, Aimcisu Rutherford, William Sherwood, John Scofield, Hugh Jack, and Pete DePaolis.

Thanks, Bob, for this detective work!



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