



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 23326, Rochester, NY 14692-3326; Published Monthly

June 2000
Volume 42, No. 10

Meeting at Depot, June 15:

It's Summertime at the Depot!

Starting June 14 and for the months of July and August, our Membership Meetings will be held at the R&GV Railroad Museum's Depot on Route 251 at Industry.

The business section of the meeting will be short and will take place during a lull in the other activities planned for the evening. What are they? You'll have to come and see for yourself, but taking rides on various transportation pieces is one of them.

Our motive power gang and associates will be working hard so that the rest of us can savor some "railroading".

The time? Just about anytime after 6 PM and until the last person leaves.

Oh yes, be sure to bring any interested guests (and potential members)!

Summer Library Hours

7:30 to 9:30 PM

Monday, June 19

Library Phone: 872-4641

A Reminder

The Chapter's address has been changed. The old PO Box has been closed. It is now:

P.O. Box 23326

Rochester, NY 14692-3326

Program Committee

Tom Forsyth (Chairman) 442-0125
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.



Another Successful Pancake Breakfast!

On May 6, the Young Railfans and their parents fixed a mighty fine breakfast for the hard working volunteers. After fulfillment, they went to relocating some track-age as described on Page 4.

Gale Smith Photos



Young Explorers — Old & New

Thanks to our Young Explorer group, led by Dale Hartnett, for all their many areas of contributions: RG&E loco, BR&P caboose, handicapped access walk, track work at R&GVRM, track work at NYMT and more.

Our experienced crew from the past includes Brett Hendershott*, Doug Vereeke, Kevin Hertzog, and Nathan Dunn, along with some energetic parents.

Our new crew, already underway, includes Jesse Marks, Mark Wiczorek, and Andrew Slominski, and some more parents. They've already had some good exercise.

Many thanks for your interest and your assistance!!

* Brett Hendershott reached the Eagle Scout rank for building benches for the Hilton village square and his involvement in placing flower boxes along the village streets. This was announced in the "Our Towns" section of the May 31 issue of the *Democrat and Chronicle*. Congratulations, Brett!



Solid Walkway Installed

The Young Railfans replaced loose stone with pavers to improve the safety for those visitors with a handicap.

Depot Tour Guides

Here is the May and June Schedule for those volunteering as Tour Guides at the Depot. All days are Sundays; the hours are 11:30 to 5:00.

June 11:

George Bauerschmidt
Beth Krueger

June 18:

Lynn Heintz
Rick Israelson

June 25:

Tom and Tony Way

July 2:

(Open)

July 9:

(Open)

July 16:

Tom & Tony Way

July 23:

DeWain Feller *

*If you encounter a conflict, please trade with one of the other people listed here. *Additional guide desirable.*

New Faces

It's really great to see new faces appearing at the Museum to get involved with our many activities, projects and programs.

In addition to the Young Railfans and the Navy SeaBees, we have some new Tuesday, Saturday and Sunday people:

Norman Gollin has been out to check our Subway Car #60 efforts on Tuesday afternoon.

Tom Webster is getting involved with R&GV RM and NYMT track work.

Larry Baker is helping with track cars and our new side-dump car.

Eric Drum has already gotten involved in museum operations.

Allan Olson is helping out with tour hosting at the Museum.

Jim Cleveland has been involved in various projects and has received track car training.

Randy Bogucki has stopped by to help with drainage and track work projects.

Editor is on the Net

The e-mail address is: gale299@frontier.net.

Geoffrey W. Gerstung

NRHS Northeast Region Vice President

Geoff Gerstung died May 20, 2000 after a short illness at his Lockport home. He was past President of the Niagara Frontier Chapter of NRHS and current Northeast Regional Vice President, NRHS, and above all a leader in the railway preservation movement at the regional and national levels.

A native of Buffalo, he was a senior design engineer with Delphi Harrison Thermal Systems (formerly the Harrison Radiator Division of General Motors) and worked for the firm for more than 30 years.

He shared his knowledge of railroad and trolley history with many historical societies in Western New York State. Geoff took great pleasure in visiting chapters in his region. He and his wife, Becky, attended our Annual Banquets. He also honored us with his program on the Olcott Trolleys several years ago at one of our meetings.

Becky, is the current president of the Niagara Frontier Chapter, and she can be contacted by writing to her:

Rebecca Gerstung, 4 Alabama Place,
Lockport, NY 14094-5702.

Memorial contributions may be made to the Niagara Frontier Chapter or the National Society.

The Rochester Chapter extends our sincerest sympathy to his wife, Becky, and his family.

Sources: e-mail from Chris Hauf,
Empire State Express, June 2000.

Library Report

Charles Robinson, Chairman

[Editor: Charles is spending a month at the Seashore Museum running trolleys. He e-mailed his report, which I downloaded — and misplaced. So here is its substance from memory. My apologies, Charles.]

Bill Limburg, Steve Oagley and Charles are priming the siding lumber edges before installation. Purchased as flooring, this lumber had bevels routed to match present siding on the cabooses. This work was done by Dave Luca, Gale Smith and Charles with a shaper loaned by Ralph Mosher.

The Library was open prior to and after last month's Chapter meeting which was held in the Excursion Fleet cars positioned at

Membership Report

Beth Krueger, Chairperson

Welcome to ...

Harold Rowe was voted in as our newest member at the May 16 meeting. He is interested in rolling stock restoration. Please welcome him to the Chapter and the NRHS!

Dues Problems?

If you are still having problems with Nationals, please contact me immediately. If you send dues and correspondence to Nationals, they will simply mail it back to me. This causes considerable delays in processing of dues. Again, please contact me directly. Thank you for your cooperation.

June, July and August Membership Meetings

Please bring prospective members to our summer meetings at the Depot in Industry. Show them around and describe the projects in which they are interested. This is an EXCELLENT way to recruit new people for the Chapter.

Contact Information:

Beth A. Krueger, Membership Chair
Rochester Chapter - NRHS

P.O. Box 23326

Rochester, NY 14692-3326

E-mail: bkrueger@frontiernet.net

Telephones: 716-292-2732 (work); 716-288-2304 (home).

Dick Barrett in Hospital

Richard Barrett was admitted to Genesee Hospital following a heart attack. Mary Hamilton-Dann called this editor on Sunday, May 28; she visited him and he appears to be doing well.

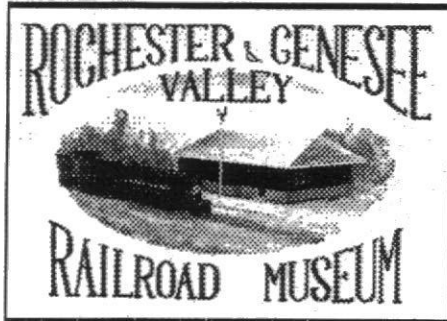
Webster. The turn-out was good; which may account the poor turn-out on our monthly 'open night' of May 22, when only two staff members and Bob Miner were there!

Jerry Gillette dutifully continues to input the Erie drawings into a database.

The June 'open night' is June 19 from 7:30 to 9:30. Hope you can make it!

Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 29 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.



Rand Warner, Director, 425-8587

Navy Reserve SeaBees

On Saturday, May 20, we had eight Naval Reserve men on hand, representing carpentry, heavy equipment repair, electrical, steel work and welding skills. This was a drill for them and a gift to us. Thanks to Messrs. Brown, Owens, McGrath, Bier, Maslyn, Lozier, Clark and Browning.

They worked on our Army Blue Track-Mobile #2, Army dump trucks, Line car, Side-dump car, and other projects.

We look forward to their return on Saturday, June 3, to continue work on the above and additional projects.

Safety

Steve Huse and Rand Warner are acquiring new and recharged fire extinguishers and mounting them in high priority areas.

Marge and Rand Warner attended a 3-hour Red Cross course on CPR and use of defibrillator.

Steve Huse has scheduled a practice fire extinguisher session for June 10 and has coordinated it with local fire officials.

We are compiling additional emergency response and disaster reaction information for referral by all our volunteers.

Tool Car & Shops

Supt. Charles Harshbarger

Charlie has been laying in additional hand and power tools to cover our geographically spread out activities on projects all over our Museum complex.

Charlie also keeps up our consumables supplies such as gasoline, kerosene, lube oil, grease, antifreeze, etc.

Art Mummery has helped us get into drum lot buying of lubricants where appropriate.

John Redden is helping us with proper disposal of spent lube oils and other fluids.

Margin Management

Margin management is the process of providing more than adequate margins on technical and operational specifications for projects.

Examples in our case of R&GV RM could apply to the following:

1. Track Standards: Although Federal Class I track standards, for 10 mph freight, would be legally adequate for our Museum track, we are deliberately trying to approach Class II, good for 25 mph freight, in order to better accommodate our track cars, which are less tolerant of track variations than locomotive hauled equipment.

2. Staffing: Although we could "get by" with minimum manning for tour guides and track car operators, we are deliberately trying to provide extra and relief people, to augment our basic crews, or to provide substitutes in event of personal emergencies.

3. Parking of Railroad Equipment: In addition to setting hand or parking brakes, we deliberately add an extra margin of safety by using wheel chocks, wood blocking, rail skates, and/or locked chains at the wheels.

This same line of reasoning can and is being applied to many other facets of our projects and operations.

Rand Warner

Communications, Signals, Power & Line

Supt. Neil Bellenger

Scott Gleason and Rand Warner are investigating options for bringing in single-phase or three-phase power to our Restoration Facility, on either a temporary or permanent basis.

Jim Johnson is continuing work on our 175-kw diesel electric utilities substation trailer, to provide shop air and heavy power to our Restoration Facility.

Mike Dow and others have further sorted and rearranged stored signal materials in the Erie Milk car.

We will soon be sorting and storing excess inventory items from Alstrom/GRS Signal Dept.

Buildings and Grounds

Supt. Dave Luca

Bill Chapin, Bob Miner and Dave Luca have gotten our Cub Cadet lawn tractor, donated by Larry Fennessey, into service for the season and are mowing our grassed areas.

Dave Luca, Neil Bellenger, Rand Warner and Joe Scanlon are working on drainage and trimming trees.

Jim Johnson & Co. has put the basement of the Depot back in order after flood damage.

Jan Dittmer is working on Spring plantings to please our visitors.

A large crew cleaned up the Depot and surrounding areas for season opening. Thanks to Don Shilling, Rick Israelson, Chris Hauf, Bob Miner, Rand Warner, Dee Mowers, Bill Chapin, Dave Luca, Jan Dittmer and others.

Freight Equipment

Supt. Chris Hauf

Chris Hauf has received a Kodak \$750 "Dollars for Doers" award for his grant request for new wood decking for our recently acquired NYC (ex CR) flat car.

Dave Luca and all his helpers are re-roofing and residing the BR&P back-dated caboose with new clear fir sheathing.

We will put our new plasma cutting and MIG welding equipment to work on the PRR N5c caboose as soon as training is completed.

We are planning to get the exterior of the Penn-Central transfer caboose painted and lettered so we can get this unit into service sometime this season.

Chris Hauf is pulling together additional display material for the MDT steel reefer.

Al Pastorell and Chris Hauf are working on windows and trim for the Erie caboose.

Passenger Equipment

Supt. Bob Miner

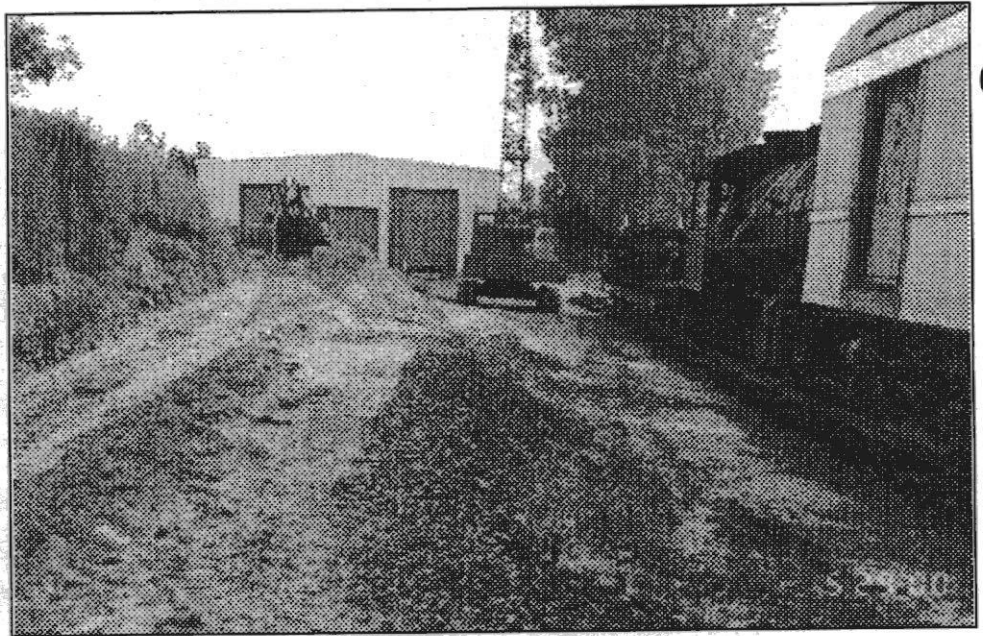
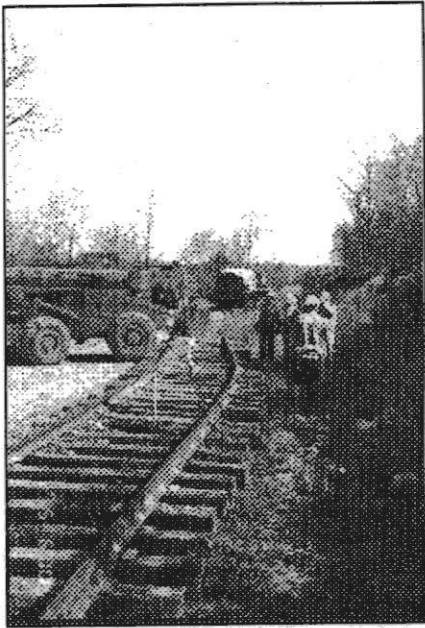
Dave Luca has arrested water leakage through the roof of our E-L MU car.

Gale Smith has prepped the PRR Pine Falls sleeper-lounge for our season opening.

Chris Hauf is creating a new Railroad Safety display in the DL&W baggage car, using several varieties of highway crossing signs.

John Redden has changed over the storage in the PRR RPO car to accommodate spare parts.

Chris Hauf will be incorporating an Operation Lifesaver display and a Rochester Subway Car #60 display in the DL&W baggage car. He is currently refinishing another glass display case for this car.



Track realignment. It started by moving track from a higher elevation to a newly prepared lower elevation that would extend along the side of Restoration Building. (Left: the beginning of the process; photo taken from Restoration bldg. end.) (Above Right: the former higher location is on the left.) (Right: shows graded ground awaiting for track panels.)

Gale Smith photos

Track and Right-of-way

Acting Supt. Rand Warner

A major effort on Saturday May 6 resulted in relocating Siding #6 off the temporary high ground and onto its new and permanent alignment level with the Restoration Facility. Thanks to Art Mummery, Dan Waterstraat, Dave Luca and John Redden who spearheaded this effort, assisted by MANY others – a real TEAM effort.

Dale Hartnett, with a team of both old and new Young Railfans has started rehab replacement of ties on the passenger loading siding at NYMT, as part of the total rehab of this track and its associated switch.

Plans are firming up for removal of track at the Brighton siding. This will be done as a weekday, off-site effort, involving our Chapter volunteers and the Young Explorers. The first session will be Tuesday, June 27.

Siding #6 is being extended alongside the west edge of the Restoration Building. The first additional track panel was removed from the NYC flat car by Joe Scanlon, Scott Gleason, Art Mummery and others; using our Army crawler crane and Koehring diesel shovel.

Existing stored track panels and supplies on hand for new panels are sufficient to extend Track #6 to beyond the south end of the Restoration Building.

Ted Strang and Larry Kaisner of NYMT are getting the week sprayer ready to go.

Train Operations

Supt. John Redden

Stored equipment on Track #6 was moved to accommodate relocation of Track #6.

Equipment stored on our main, over the winter, has been relocated to accommodate track car operations for season opening.

Equipment in the yard area at the Depot has been rearranged to accommodate season opening visitor operations.

Plans are afoot for additional crew training.

We currently have EKC #6 and EKC #9 locos and one TrackMobile in operational service ... stay tuned.

Visitor Operations

Supt. Don Shilling

Thanks to all our many tour guides who have signed up for this season.

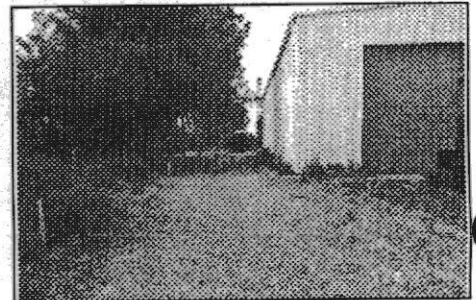
You are the ones that make it happen for our visiting public.

You are the ones that represent us to the visiting public.

You are providing excitement, energy, enthusiasm, service, knowledge, history, interpretation, education, and rewarding experience to our many visitors.

You are talking the talk AND walking the walk!

The public visitors are our fundamental and most important purpose for existing.



Maintenance of Way Equipment

Supts. Dick Bean, Bob Mader

Rick Israelson has the Fairmont Tie Extractor almost all painted in orange. We will soon have it back in service.

We are working on motor mounts for the Burro Crane, to secure the Detroit 4-53 diesel engine. We also have to mount the radiator, alternator and controls. Dick Bean, Hiram Colwin, Art Mummery and Rand Warner have the main drive chain installed, master link put together, and chain guard assembled.

Victor Parmenter has donated a 30" gauge contractors side-dump car. Rand Warner, Larry Baker, and the Navy SeaBees are repairing it and converting it to run on standard gauge wheel sets.

Larry Baker is fixing the carburetor on the Fairmont track inspection car.

M.O.W. equipment includes the Burro crane, WAG snow plow, KPRR tamper, KPRR snow brush, hi-rail boom/dump truck, hi-rail utility body truck and tie extractor.

Motive Power

Supt. John Redden

Kodak Park RR #9 Alco RS-1 is running for the season, thanks to the start-up team of John Redden, Chris Hauf, Dick Holbert and others.

The Blue Army TrackMobile #2 is almost all back together. Norm Shaddick has been spearheading this effort, assisted by Art Mummery, Bob Mader, John Redden, Rand Warner, Bob Miner, Navy SeaBees and others.

Air brake piping work is continuing on the RG&E #1941 center cab 45-tonner rehab effort, thanks to John Redden and others. Now that Spring is here (???) we can resume painting and bodywork. We have original specs RG&E paint and decals available for this effort.

Kevin Klees has made new cab doors for the Heisler steam fireless loco, and is now working on wood work for the Vulcan loco.

John Redden and Rand Warner are coordinating lagging removal for both our steam locos in a combined effort to reduce costs.

Norm Shaddick, John Redden and others are investigating options for blower repairs on replacement on our Fairbanks-Morse H12-44, Army #1843.

Parts and information continue to surface for our vapor steam generator rehab project on EKC #9. The steam can be used for the Heisler, weed sterilizing, steam cleaning dirty surfaces, and operation of other steam powered equipment.

Engineering

Supt. Jim Johnson

Scott Gleason has made a drawing for our utility power hookup for the Restoration Facility.

Joe Scanlon is making up a drawing for our master drainage plan, based on discussions with Tom McTighe, LA&L chief engineer.

Tom McTighe has given us an extensive review of our overall drainage concerns, starting with runoff from NYS Route 251 at the South end of our complex, all the way to end of our right-of-way at the North end of our complex.

John Weber is making drawings for detail trolley parts for future fabrication efforts: bolsters, queen posts, truss rods, and coupler pivots.

Jim Johnson is filing new technical materials and books in our volunteer technical reference library.

Track Car Equipment

Supts: Jeremy Tuke, Dan Waterstraat

Norm Shaddick has measured track car wheel profiles for wear.

Jeremy Tuke has contacted Fairmont regarding acceptable track car wheel wear.

Larry Baker has started on his project of track car maintenance, beginning with the Fairmont track inspection car.

Our TC-2 and TC-3 passenger motor cars and trailers are up and running for the season.

Give Jeremy (359-8944) or Dan (253-6232) a call if you can help with track car operation or maintenance.

We plan to repair the brakes on our Fairmont track crane and put it into service shortly.

We currently have two track car sets in revenue passenger service, one in regular M.O.W. service, and two more in back-up/rehab status.

Also in our stable are the track car crane and its' tender/boom car, and at least one 4-wheel push car.

Wanted

Table mounted joiner and router for our wood shop.

Cantilever car jacks for our passenger fleet.

Steel plate, steel sheet, and steel bar stock – for our many repair, restoration and construction projects.

Brooms and dust pans for all our work and project areas.

Hardwood blocking and cribbing – any size.

Volunteers for tour guides and track car operators for this very busy season.

Regulator, gas or diesel power, operational or needing repair, for use in maintaining our track.

Good safe step ladders: wood, metal or fiberglass, any length; for our many projects and project site areas.

A working audio CD player for the R&GV RR Museum. Contact Chris Hauf, 381-8583; <crhauf@frontiernet.net>.

Reply to Mystery Photo

Mary Hamilton-Dann sent the following to Don Shilling as a possible identification to the 'mystery photo' in last month's issue.

"A possibility that the 'load' was related to power supply: (such as) Niagara/Mohawk, or R.G.&E. Is the train on wide gauge Erie tracks? The Erie's wide gauge provided extra clearance for this type of load."

[OK, Don, get out your scale ruler and compare the height of an 'average' man to the spacing between the rails.]

Thanks to ----

Victor Parmenter for donation of 30" gauge contractor side-dump car.

Rand Warner for donation of cord reel, cooking utensils for Pine Falls and NYC caboose, and stationery items.

Art Mummery for ordering parts for Ford fork lift and Link Belt Roto Hoe.

Joe Scanlon for arranging transportation with Mendon Enterprises to move heavy equipment.

Lynn Heintz for donation of wood sheathing and loan of brass baggage racks.

Dale Hartnett for donation of special tongue and groove sheathing.

Bill Napier, long time Chapter member and former conductor on LA&L excursion trains, for donation of two NYC RR brakeman's lanterns and several framed pictures from GRS.

Jeremy Tuke for rehab of various lanterns and railroad appliances and for managing our key system.

Luceille Burke for yet another glass top display case (total of 3) and a fine collection of railroad technical materials from the estate of former NYC RR towerman Bob Burke.

John Redden for several recent uses of his two-wheel trailer for hauling Chapter supplies and acquisitions.

Phil McCabe for portable router.

Kevin Klees for bench vise.

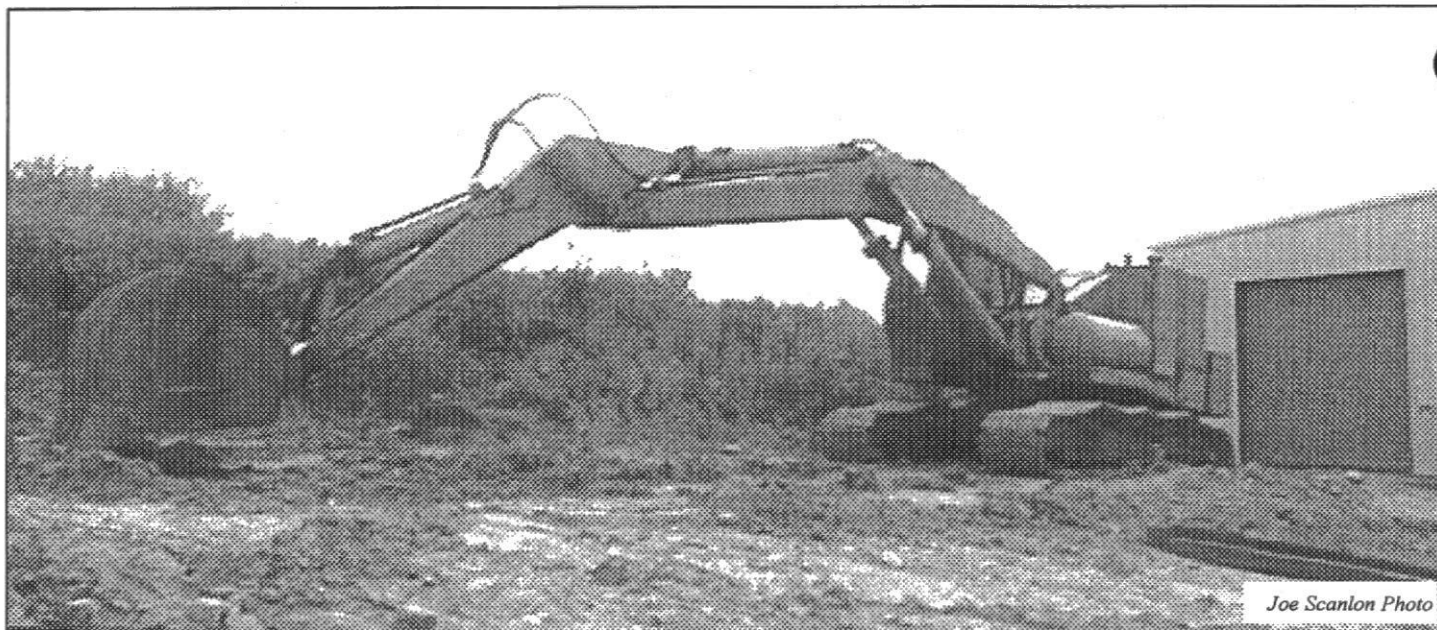
Art Mummery for coordinating prep and transport of heavy equipment.

2000 Calendar of Special Events for Combined Museums

July 22-23 (Sat. & Sun.): "Model Steam & Gas Engine Rally". Come out and see special displays presented by the Western New York Model Steam & Gas Engine Association. On tap is the NYMT's new calliope.

August 19-20 (Sat. & Sun.): "Diesel Days" The museums will highlight the diesel locomotive during this two day celebration with six operating diesels from the small 45-ton switcher to the large 1000 & 2000 HP road switchers. Locomotive rides are planned.

Oct. 29 (Sunday) Last day of Joint Operations. Track car rides end. R&GV RR Museum closes for the season. NYMT remains open from November thorough April at reduced admission rate.



Joe Scanlon Photo

Hydraulic Shovel Arrives At Museum

By Joe Scanlon

Last fall our members moved a surprising volume of earth North of the restoration building with our Manitou Concrete Trojan loader, the Rochester Asphalt Materials D-7 CAT bulldozer and our ex-military 5-ton dump trucks. We had actually intended to hire a hydraulic excavator for a 'big dig weekend,' but our die-hard construction gang felt that they could accomplish the task ourselves with the equipment we had, and save the expense. They promptly set about to do just that! By the end of the season, all of the dirt had been moved, thanks to the determined efforts of a whole cast of determined volunteers!

Some of the members thought that if we could obtain the use of a hydraulic excavator of our own we could self-perform our excavating projects even better, since we still have a lot of earth to excavate North of the building.

So We began the search for a hydraulic excavator. Over the course of last winter, Mr. Mark Vitale offered us the use of Vitale Construction's KOEHRING 505 hydraulic excavator, which they have owned since new. (The same Vitale Construction that donated the Burro crane to us!) Built in 1965, the Koehring represents the first generation of hydraulic excavator, and even has some operational features that are a carry over from cable shovel controls. This makes the Koehring historically significant of itself. Weighing in at 92,000 lbs., the Koehring sports a 2 cubic yard bucket, will

reach out 40 feet and dig straight down 25 feet. The shovel also has some history itself: its last work assignment was to finish the removal of the huge rock salt stockpile at the failed Akzo-Nobel salt mine at Retsof, New York. Now on to bigger and better challenges, the shovel has been gone through by Dan Waterstraat, Scott Gleason and Art Mummery and will be loading 5-ton dumps before you know it!

Our sincere thanks to Mr. Mark Vitale of Vitale Construction for making this machine available to us! Thanks also to the C.P. Ward Company for moving this giant for us!

Thanks to ..

Art Mummery for 'single-handedly' removing an engine from a CAT D-7E carcass destined for our Army D-7E bulldozer, along with loading and unloading a CAT 12 grader and a Link Belt pile driver hammer acquired from the International Union of Operating Engineers, Dansville, NY Training Site.

Dan Swauger, Training Director, International Union of Operating Engineers for Making the above acquisitions happen for our Museum.

Steve Huse for help in unloading the above acquisitions.

Mendon Enterprises for delivering the above items. (Terry at Mendon can be quite creative in loading and packing our interesting array of non-running equipment and accessories!)

Mark Vitale of Vitale Construction for his generous offer of the loan of a 2-cubic yard Koehring hydraulic excavator.

C.P. Ward, Inc. for moving the 92,000 lb. Koehring excavator to the Museum.

George Knab for stepping in and being the trucking dispatcher to schedule long-haul deliveries of crane booms and accessories to the Museum from Elkhart, Indiana.

Jeff Green of Green-Bar Trucking for interstate hauling of crane booms and accessories.

George, David and Rick Knab for help unloading the Elkhart crane boom and accessories.

Picture This —

Freight Operations — Special Events for Visitors

Helper district Northbound from Depot.

Helper district Southbound from Loop Switch.

Fruit block extra.

Way freight/peddler.

Transfer run.

Sections northbound.

Sections Southbound.

Industrial switching.

Yard switching.

Road switching.

All this and more could be done for a special weekend event.

All the pieces are already in place.

All we need is your help to make it happen for our visitors.

Book Review:

Lightweight Street and Interurban Cars

by Donald Engel

Reviewed by Bill Heron

This is a short, (65 pages), soft cover book, published by the Branford Electric Railway Museum, East Haven, CT, one of the three operating trolley museums in New England. Its purpose is to delineate and document changes in the design of electric transit equipment which resulted in "lightweight" cars as opposed to the heavyweight equipment which they replaced.

For the purpose of analysis, Mr. Engel divides trolley cars into four generic groups. Chronologically, these are the motorized horse car and larger versions of this group, the heavyweights which replaced the horse car style as transit companies sought to increase passenger capacity per car, the "lightweights" and New Ear cars. This last group is comprised of experimental cars, attempts to achieve a "standard" car and the culmination of this effort in the PCC car.

Betraying my own lack of knowledge as to the history of trolley car design, I was surprised to learn that "lightweight" cars came on the scene so soon. Somehow I thought they were a more recent development and the fact that the first lightweights came out in 1912 came as a surprise. The driving force behind the lightweight car movement was the desire to reduce operating costs. The cars which had replaced horse cars were inherently very heavy because of their design. Basically they consisted of substantial flat car onto which was built a passenger carrying body. All the necessary strength came from the platform, the body contributed nothing from the structural standpoint.

The big innovation was to integrate the platform and the lower part of the body, which was of girder type design. At the same time, steel replaced wood. Although earlier cars moved in the direction of lightweight design, the creator of the lightweight, steel, low floor, four motor car was Pittsburgh Railways Company, 1912-1914. These cars weighted 33,750 pounds in contrast with heavyweight cars of similar capacity which weighed as much as 48,000 pounds. This magnitude of weight reduction produced significant savings in energy consumption.

Mr. Engel also documents changes in many other elements of car design which effectively reduced weight and/or operating costs. Areas covered included traction motors, controls, wheels and braking systems.

As the evolution of lightweight cars continued, the replacement of steel by aluminum as the basic construction material began to take place during the early thirties. All in all, a fascinating story.

This book seems to me to be quite unusual in that it has appeal to those who are technically minded yet does not overwhelm those who are satisfied with a clearly put overview of mechanical matters. Both types of reader surely will be pleased with the large number of photographs which the author has included. These are black-and-white as might be expected, and some have been seen before in other books about trolleys. There are, however, some which gave me a look at something I could not recall having seen before. In particular I was interested to see a photo of a Peter Witt style car built by Brill in 1916 for New York State Railways, Syracuse Lines. These cars would be the Salt City's version of the cars built by Cincinnati Car which operated here in Rochester. I also enjoyed seeing a photo of a Lehigh Valley Transit Co. curved side car built by Cincinnati in 1926. A very handsome piece of machinery.

If you like trolleys, the chances are very good that you'll enjoy this book.

Shelden's Card:

Shelden King sent a card back in February about what is/was happening East of Rochester.

The Lyons yard has been reactivated apparently in January. [Editor: the recent bus trip (see below) showed a number of cars in this yard at Lyons.]

"Because of various problems, both CSX and otherwise, it is very doubtful that an Amtrak station will ever open in Lyons.

Extension of OnTrack in Syracuse to the Transportation Center (opened Nov. 1998) is on hold. There are problems getting the line under a bridge. Work started; apparently caused a CSX track to shift."

Editor-in-Chief's Corner



As my "underling" can not keep track of his papers (see Library Report), I will conclude this issue with what is forthcoming:

Railroad Station Historical Society Convention

This two-day convention was held June 3-4 and based in Rochester area; the theme was Finger Lakes stations. Mr. William Rapp, who moved to Rochester only 1.5 years ago from Nebraska, assembled quite a collection of area stations to visit. Because of increased restrictions to trespassing on railroad property, the emphasis was directed on stations that may be in alternative use.

Day One visited Spencerport, Brockport, Holley (this one was moved, restored and used as a museum), Hamlin, Charlotte, Sodus, Lyons (interurban), Geneva (LV), Canadaigua, Shortsville (restaurant) and Pittsford. The visit to Fairport had to be cancelled because of the Canal Days crowd.

The evening session enjoyed a fine banquet and a slide presentation of Western New York stations by John Dahl.

Day Two: Rochester (Lehigh Valley, the subway, Buffalo, Rochester & Pittsburgh's Terminal/office building and Depot), Victor's Rochester & Eastern Rapid and NYC (a restaurant); Holcomb (NYC); Atlanta (DL&W); Cohocton (Erie); Wayland (DL&W); Mount Morris (DL&W; where they were regulating the ballast for the new salt mine branch); Leicester (DL&W, a gem); Avon (Erie); Livonia (Erie) and last was Industry (Erie).

We arrived at Industry about 45 minutes before closing. The guides were most cordial for the unexpected visit. Mike Byrne was able to transport about 10 conventioners by track car to NYMT, where the rest followed by bus — and invaded the gift shop!

Because of time constraints, stations at Ontario, Williamson, Clifton Springs, Palmyra, Honeoye Falls, Caledonia, and Scottsville were by-passed.

Next year, the convention will be in North Carolina. Jerry Lederthiel and Gale Smith were local attendees.

An enjoyable and educational event; your editor finally found the Spencerport station!

Bill Heron has submitted more material.

Dan Cosgrove has written another piece highlighting what it was like in the Railroad Industry back just a few years ago (my, how time flies!).

Don Shilling was a monitor out at the Depot a while back for a filming crew -- wow, what all the equipment they came with -- and their working hours certainly are not farmer's, or a bird's, early to bed.

Rochester Chapter National Railway Historical Society
The Semaphore
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Chapter Meeting & Program:

**It's Summertime
at the Depot!**

YOU

June 15, 2000

R&GV RR Museum

Route 251

Industry, NY

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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 or TXT format, as well as a printed copy. **Deadline: First Day of Each Month.**

Pouring the Restoration Facility Floor!

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let your write your name and date in a slab. [Don Shilling]

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

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