



# The Semaphore

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

September 2000  
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## Program for Sept. 21:

### PRR Cabin Cars

by Jack Matsik

For the September 21 Chapter meeting, Chapter member Jack Matsik will give a talk, supplemented with overheads, on the history of the Pennsy Cabin Cars. The talk will cover the different cabin (caboose) classes that existed, the painting schemes used, the lettering schemes used and various other changes that occurred from 1900-1968. There will also be a display of HO PRR Cabin cars available that have historically been modeled covering the four decades from the '20s through the '60s.

**NOTE:** The meeting and program will be at the 40&8 Club at 933 University Ave. The meeting starts at 8PM, with the program following.

### 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.

### Library Hours

7:30 to 9:30 PM

Monday, September 25

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**



CSXT-OLS Train leaving Rochester station. Photo: Chris Hauf

### Chapter to host E-L Historical Society Convention: Sept. 15-17

- Joint ELHS and Chapter Banquet on Saturday.
- Banquet speaker: William D. Burt, Vice President & General Manager, LA&L RR.
- Friday tours to R&GV RR Museum emphasizing Erie and E-L equipment.
- Friday night photo session at LA&L.
- Variety of topics on Saturday.
- Sunday highlight is train ride on Chapter's Excursion train on Ontario Midland RR

Rochester Chapter member's Convention Registration is \$30.00 per person.

### ... Or Banquet Only for Rochester Chapter Members.

Banquet only tickets are \$20 per person and includes the annual Collector's mug. Banquet will be at Gateway Banquet & Conference Center, 4831 W. Henrietta Rd.

Queries and Registrations should be sent to Chris Hauf, 28 Candlewood Dr., Pittsford, NY 14534. Phone contact is (716) 381-8583 evenings, or e-mail at [crhauf@frontiernet.net](mailto:crhauf@frontiernet.net).

**Make your reservation NOW!**

### Operation Lifesaver Train Passes Through on Aug. 30

The CSXT ran a Safety Department/Operation Lifesaver excursion train over the former Conrail line. On August 30<sup>th</sup>, it left Buffalo, with stops at Rochester, Lyons and arriving at Syracuse for a six hour stay at the NYS Fairgrounds.

The train consist was two F40PH locos and nine cars.

The passenger list included officials from CSXT, New York State, NYS Operation Lifesaver personnel and others. Members of Rochester Chapter NRHS Operation Lifesaver team were also riding.

### Tickets Now on Sale for Fall Foliage Trips

Since mid August, the Chapter's ticket phone has been staffed to receive queries and orders for tickets for the Fall Foliage Train Rides starting on September 17.

Janet Dittmer and Elaine Redden are coordinating this year's ticket sales, previously done by Marie and Bob Miner. Phone is answered from 3 to 9 each day.

Call the Ticket Order Phone at 224-0581 to order tickets by credit card or send orders to: NRHS Trip Tickets, PO Box 1161, Webster, NY 14580.

Adult fare is \$10 per person; Child @ \$6; and Child under 3 who will set on adult's lap is free.

## Depot Tour Guides

Here is the remainder of the season's Schedule for those volunteering as Tour Guides at the Depot. All days are Sundays; the hours are 11:30 to 5:00.

### September 10:

Rick Israelson  
Chris Kingsley

### September 17:

Bob Achilles  
Jack Matsik

### September 24:

Harvey Simons  
Tom Saul

### October 1:

Jim Morrow

### October 8:

John Becker  
Ted Miller

### October 22:

### October 29:

Dale Hartnett  
Bruce Mathews

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

## Steam Tour to China

Ron Amberger will be leading a steam tour to mainland China in mid-November. The 14-day tour will go to locations where there are steam workings in scenic main line settings. Travel inside China will be by rail including at least one steam-hauled passenger train. Locations include Jing Peng Pass, open pit coal mine and a location where heavy coal trains operate with up to three 2-10-2's per train.

Similar tours are scheduled in early spring and again May 2001. Ron Amberger has led five tours to China. Sample photos are available at <<http://www.rit.edu/~rfaite/ei>> For more information call Ron at 242-9511.

## Train Set Work: Wednesdays

The Excursion Cars will be moved to Sodus on Sept. 14. Plans are to clean the cars before each weekend trip on Wednesdays at Sodus. This includes vacuuming, sweeping and mopping the floors, wiping down the seats and other preparations.

Your assistance would be most appreciated. At this time, best to contact the Lucas at 288-0318 to confirm each session.

## More New Faces at Museum

We are very fortunate to have a continually growing influx of interested new member/volunteers at the R&GV RM. This bodes very well for our long term growth, success, and continuity.

**Tom Tucker** from RIT College. Tom is working with Chris Hauf on painting of cars and locos, doing night photography and assisted us with Diesel Days special event.

**Ron Letzin** from local industry. Ron is a professional welder and wants to do the metal work on Subway Car #60. Boy have we got a job for him! He has already made some good suggestions on improved means of repair to side panels.

**Gray Jurkowski** from Perry, NY. Gary is a retired fire chief who wants to get into diesel locomotives and heavy equipment. He has a CDL license and drives tractor trailer and dump trucks and dozer in the past. Gary will also be helping us on fire safety inspections and checking over our various fire extinguishers.

**Walter Scott**, also from Perry, NY. Walt works with Frontier by day, but can also do all kinds of welding, electrical, plumbing and woodwork. He would like to get involved with our signal system, trolley electrical system, and diesel loco operation and electrical maintenance. *RW*

**TALK ABOUT BLESSINGS!!**

## Development

*Chairman: Jeremy Tuke*

We have been the benefactor of several large blocks of stock in the past that helped put up our Restoration Facility.

We now have another candidate opportunity. The LA&L RR is offering a reverse stock split on their railroad stock, and is offering to buy back any remaining fractional shares.

You have the choice of taking the buy back and paying the capital gains tax, or donating your fractional shares to the Chapter and taking a tax donation credit.

The choice is yours. You may want to consult your attorney or your tax preparer.

The Chapter has been an LA&L RR shareholder since the railroad was formed in 1963, and continues to be a shareholder after the stock splits of previous years, and the reverse split of this year. *RW*

## Membership Report

*Janet Dittmer, Interm Chair*

The following new members will be voted in at the September meeting:

**David L. and Carol Lee Patridge**

3186 Cuylerville Rd  
Mt. Morris, NY 14510  
716-245-8566; <[scribe@frontiernet.net](mailto:scribe@frontiernet.net)>  
Interests: Rolling stock restoration, Trips, Museum tour guiding and operations.

**Lawrence P. Kessler**

7 Masters Cove  
Pittsford, NY 14534  
(No phone listed)  
Interests: Rolling Stock restoration; Publications/historical research

Please add the above to your roster, as well as the following changes:

Change of Address, etc.:

**Mike Dow**

162 Glenwood Ave  
Medina, NY  
716-798-2484

**Beth Krueger**

3607 Greystone Park, Apt 2123  
Austin, TX 78731  
512-527-0119

**Larry Fennessy**

24 Hardwood Hill Rd  
Pittsford, NY 14534-4544

**Ken & Rosemarie Young**

Phone changed to 773-465-2276.

**NOTE:** Membership queries and concerns should be directed to Janet Dittmer at 716-288-0318. Beth is on a education sabbatical in the current nation's hot spot: Texas.

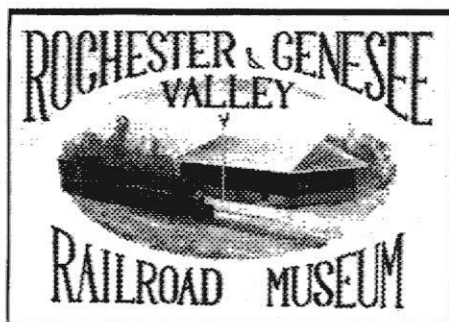
Also, correspondence to the Chapter should be addressed to: NRHS, Rochester Chapter, PO Box 23326, Rochester, NY 14692-3326.

## Combined Museums Event

**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.

## Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.



Rand Warner, Director, 425-8587

### Count Our Many Blessings

As I travel around the country and visit other museums, I am always struck by our many, many blessings here at our RGVRM. Count them:

We control all our land - No one can ever take it away.

We control our track - No one can ever take it away.

We own all our buildings outright - There are no mortgages or taxes.

Our track is in good shape and safe to operate on with all equipment.

All our equipment is operational now, or soon will be. There are no permanent static displays.

We can do virtually everything ourselves. We do not have to rely on outsiders.

We have a real ride, in addition to our many indoor and outdoor displays. We have a choice of motive power and equipment.

We have real destinations - we start out somewhere real and we end up somewhere real.

We have plenty of expansion space - for the foreseeable long term future - with our Four Quadrant Vision.

We are not being pinched by residential, commercial, industrial or agricultural land developments.

We have safety and security without need for chain link fences or hired security services.

We are well respected in the local community and in the rail and museum community.

We have plenty of talented and committed volunteers to do all our tasks - and no paid staff.

We are continually attracting, and keeping, new volunteers of all ages and talents.

Let's do everything in our power to always keep it this way - for now and for the future. This doesn't just happen by chance.

### Cottage Industry

We have had, and continue to have, many talented, resourceful, and committed volunteers who take work home, doing a real service to our Museum and for our many, many projects.

Curt Boyer made our Depot ticket windows, large doors for DL&W baggage car, and windows for B&O caboose, all at home on his trusty Shopsmith.

Dick Holbert has taken innumerable radios of hand-held, transportable, and base-station type, home for repair and calibration.

Bob Miner, Dan Waterstraat and Rand Warner have built a number of battery chargers and power supplies for our locomotives and passenger cars.

Dan Waterstraat built a number of fine wood stanchions to hold our explanatory placards at our various outdoor displays. He also built our donation boxes.

John Redden has taken the RG&E loco #1941 and Subway Car #60 headlights home for restoration. He has also restored other loco and car parts at home.

Jeremy Tuke has restored a large quantity of brakeman lanterns and marker lanterns, and also loco bells, head lights and whistles --using his trusty lye bath.

Bernie Cubitt has built 42 new windows for the Erie Stillwell coach, upper storm sash for Subway Car #60, and is now making windows for RL&B interurban #206.

Jim Moore has taken the window grill guards from Subway Car #60 home for restoration, and also the roof walkway supports.

Gale Smith built new art deco replica table lamps for the Pine Falls lounge area tables, working from photographs. He has also rehabbed the ceiling light fixtures.

George Knab built the handy latches on

the gate for the wrought iron fence in front of the Depot.

Mike Dow restored signal relays, locomotive contactors, MU car contactors, and other signal items at his home in Batavia.

Jim Johnson has made up many, many metal, plastic and card stock tags for our wiring and plumbing systems.

Raymond & Leonard Roe have made various parts at home for the "RoeMobile" Track Motor Car #3, including operating handles and assist handles.

Walt Morey and George Knab built the rail ramp that we have used to load the Burro Crane, Vulcan steam loco and Heisler steam loco, among others.

Neil Bellenger fabricated 1/10 mile marker signs and posts for our track route to NYMT. He also made parts for the "Bellenger Crew Car" that our visitors ride on every Sunday.

Kevin Klees built new wood doors and windows for the Heisler. He also designed and built and upgraded our flue cutter for the Vulcan steam loco.

Dave Luca refurbished a very large number of light globes and light fixtures for the Pine Falls.

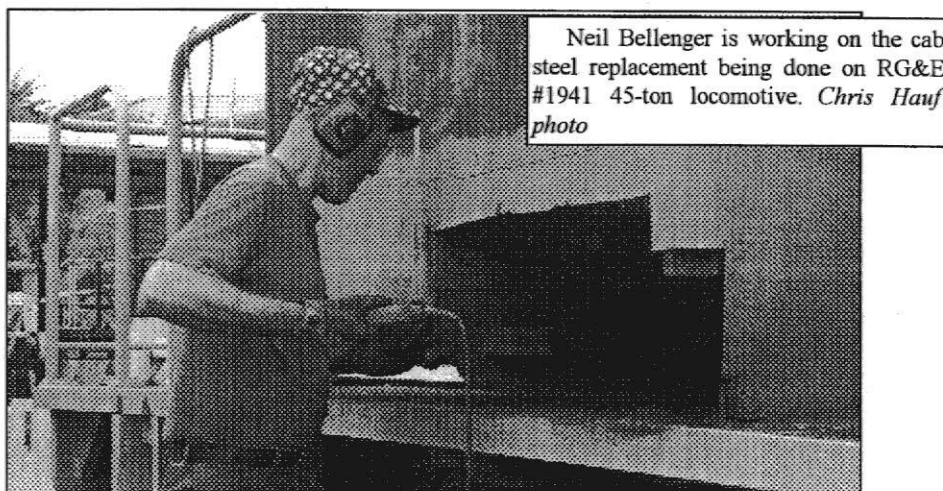
Norm Shaddick and Dave Luca overhauled all cooling fans for the MU power car.

Tom Tischer and Norm Shaddick restored all the arm rests for the seats in the MU power car.

Dick Bean overhauled our John Deere tractor engine one winter. He also rehabbed our 1500-watt generator and has rehabbed a number of parts for the Burro crane.

There are lots of opportunities for more Cottage Industry.

What skills could YOU offer?



Neil Bellenger is working on the cab steel replacement being done on RG&E #1941 45-ton locomotive. Chris Hauf photo



## Car Roof Painting

The painting season is now passing rapidly. We've got September, and hopefully, part of October, before it gets too cold to paint.

We have several car roofs that need paint, sealer, or epoxy — all of these coatings are on hand.

The roofs to be coated include:

- Pine Falls
- Tool Car
- E-L Baggage
- Pennsy RPO

Please consult with Dave Luca and/or Chris Hauf for guidance.

## Trolley Electrification

*Facilitator: Rand Warner*

**Progress:** We have been in contact with Fred Perry and he expects to come for a weekend in mid to late September, and then again in October — to assist with finalizing and adjusting our overhead wire work. He is pleased with our plans and progress to date.

Dick Luchterhand and Charlie Lowe have the 4-wheel wire car almost complete and ready for the wire reel.

Bob Miner and Jim Johnson are finalizing the trolley pole wiring on NYMT P&W Car #168 — the car we will soon be running.

Rand Warner, Bob Miner and Dick Luchterhand have finished installation of all but one rail bond on the electrified portion of the south leg of the loop at NYMT.

Neil Bellenger is working on the Ford auger truck.

Scott Gleason has the GMC diesel line truck ready to work.

**Plans:** Complete rail bonding through road crossing and down north leg of NYMT loop.

Remove generator station from R&GV RM Restoration Facility and check out for operation.

Complete wire car and mount wire reel supply on it.

Hang and pull contact wire and attach pull offs to back bone.

Obtain extra ceramic line insulators for high strength areas.

Provide temporary hookup cabling and switchgear for test.

Demonstrate operation of Care #168 over about 1000 feet of track before end of October 2000. We want to beat the first snow flakes!!

## Wanted

### For Northeast Quadrant

- ☐ Mail bag pick-up mast assembly
- ☐ 80# and 90# rail anchors
- ☐ Manuals for Koering shovel
- ☐ Locomotive chains and chocks
- ☐ Stepladders, any style, as long as safe
- ☐ Rubber roofing membrane 8 ft. width x 56 ft. length
- ☐ Rail skates or wheel chocks for parking rail cars
- ☐ Rubber safety cones, any type
- ☐ Backpack "Indian" water fire extinguishers or garden sprayers
- ☐ Skid steer loader, Bobcat type
- ☐ Flat bed hydraulic knuckle boom truck 1975 or older

### For Northwest Quadrant

- ☐ Good ties
- ☐ Good switch timbers
- ☐ Mack Bulldog truck
- ☐ Ford Model A truck
- ☐ Small crusher up to 100 hp
- ☐ Ice pond equipment
- ☐ Small sawmill
- ☐ Small screener for gravel

### For Southeast Quadrant

- ☐ Water tower
- ☐ Water column/plug
- ☐ Coal tower
- ☐ Ash pit
- ☐ Small roundhouse
- ☐ Small machine shop

### For 1939 Ford V8-60 1-ton Railway Express Truck

- ☐ Rear axle shafts (2)
- ☐ Front fenders
- ☐ Front grill
- ☐ Master cylinder or kit
- ☐ Wheel cylinders or kits
- ☐ Fuel pump or kit
- ☐ Carburetor or kits.

### Also Wanted:

- ☐ Wood 2x4's of any length in reasonable condition for future project. Please drop off at the R&GV RR Museum.
- ☐ Also wood handles for pick axes. We have lots of pick axe heads, but no handles.

## Buildings & Grounds

*Supt.: Dave Luca*

**Progress:** At long last we have two new concrete aprons replaced in front of the Depot next to the LA&L RR tracks. Thanks to Joe Scanlon's leadership, this is the first time we have done it all ourselves, with no hired mason finisher help. Thanks to all our RGVRM helpers: Norm Shaddick, Dick Bean, Scott Gleason, Dan Waterstraat, Rand Warner, John Redden and others.

Dave Luca, Bob Miner, Bill Chapin and Jeff Carpenter are keeping our lawns mowed, using our John Deere and Cub Cadet tractor mowers. Dave has mowed our right-of-way all the way up to the S-curves.

Janet Dittmer is planting and tending our flowers and gardens. Janet is getting Rose of Sharon bushes from Bob VanVanlkenburgh to put in on grounds.

Bob Mader, Bill Chapin, Dave Luca, and Bob Miner are keeping our John Deere and Cub Cadet tractor-mowers in running condition.

**Plans:** Put RL&B waiting room back into visitor service as soon as sheet metal for RG&E #1941 loco is removed.

Investigate R&E waiting room for accession and relocation arrangements.

Plant shrubbery on grounds for further beautification.

Install parking barriers along LA&L RR ROW across from Depot.

Continue drainage improvements to keep Depot basement from flooding.

## Track and R.O.W

*Acting Supt.: Rand Warner*

**Progress:** Through the leadership of Dale Hartnett, John Redden, Dave Luca and Jeremy Tuke, we now have over 700 rail anchors installed, all the way from the Depot, up the hill, past Switch #6, and going towards Scanlon's curve and BOCES crossing.

Dale Hartnett, Mark Pappalardo, Tom Webster, Explorer Scouts/Young Railfans and others are replacing over 50 ties between the NYMT loop switch and the NYMT barn lead switch.

Area in front of Restoration Facility on north side has been excavated, cleared and graded for new yard trackage.

Installation of drain lines and catch basins north of Restoration Facility will permit resumption of extending Siding #5 along west side of building.

Ballast is cribbed out at NYMT barn lead and loading track to permit installation of relay switch timbers.

(Cont'd on Pg. 5)



## Track ... (Continued from Pg 4)

**Plans:** Build up ballast at thin spots from S-curves to NYMT barn and loading track.

Spray weeds on entire south leg of NYMT's loop.

Use our homemade side dump car to dump rip wrap at west side of culverts.

Complete salvage of rail siding at Brighton location.

Install replacement switch timbers at NYMT barn lead and loading track switches.

Continue installation of replacement ties at NYMT from loop to barn lead switches.

Continue investigation of sources for 80# and 90# rail, switches, anchors.

Consider installation of 90# rail anchors on hills at NYMT loop.

Complete installation of rail anchors to Reid's Crossing and beyond.

Begin work for Switch #7 to new yard track at Restoration Facility.

## Thanks to ...

**Greg Morisen** and **ALSTOM/GRS** for arranging donation of scrap inventory.

**Jim Johnson** for building carts and cords for our new MIG & PLASMA welding/cutting equipment.

**Stanley Teachman** for donation of a collection of railroad, locomotive and related technical books for our volunteer technical reference library.

**Mahaney Welding** for putting on our first MIG welding and PLASMA cutting training session on Saturday, August 5 at the Museum.

**Randy Bugnki** for information on rail, switches, ties and timbers.

**Bob VanVanlkenburgh** for several Rose-of-Sharon bushes for landscaping, and information on railroad building.

**Charles Harshbarger** for several lengths of plastic floor runner.

**Rand Warner** for mail rack, hose clamps, power supply, battery chargers, stationery items, contractor construction lampstrings, stainless accessories for Pine Falls.

**Jim Johnson** for arrangements for donations of scrap items from utilities contractor at Kodak Park.

**Art Mummery** for donation of hydraulic press outfit.

**Don Shilling** for photo shoot events that paid for concrete for new sidewalk sections in front of Depot.

**Bob Miner** for new red carpet runner to be installed in hall of Pine Falls.

## Burro Crane

## Model 30 Serial Number 107

by Dick Bean

Upon arriving at our location the crane was pulled off of the trailer by the RG&E engine with a special ramp built by members.

Since that time most every Tuesday and Saturday, members have worked on the crane removing and sanding the sheet metal and putting on primer and yellow paint on the outside, and primer and gray on the inside. We also prepared a new fuel tank and fittings, replacing the old gas engine with a rebuilt Detroit Diesel engine, installing Plexiglass (TM) in all the windows and repaired the operator's chair.

Some of the parts needed repairs such as straightening and welding. The undercarriage needed to be inspected and lubricated which has been done.

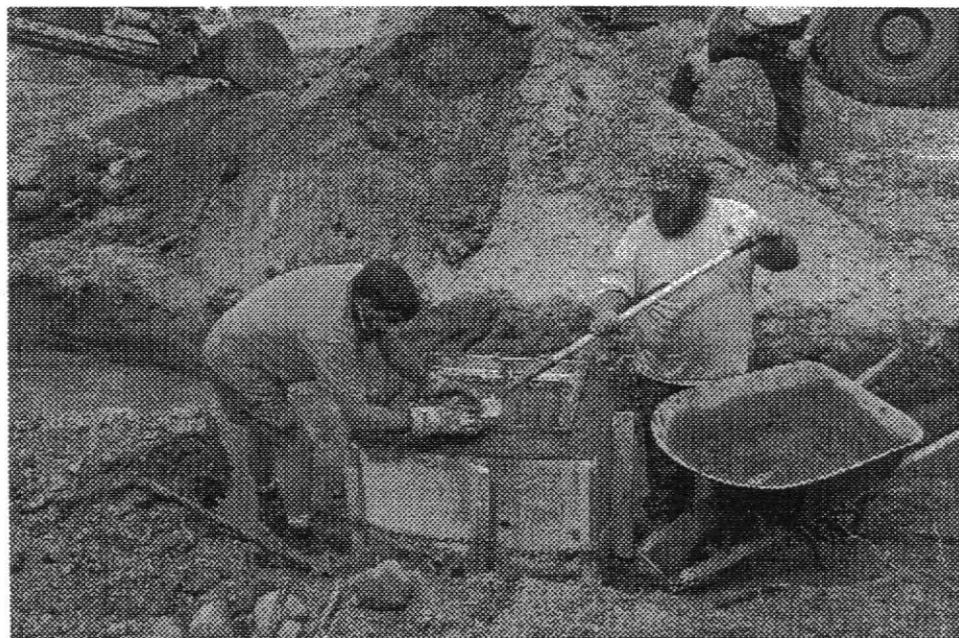
Many of the members have worked on the crane and they are Art Mummery, George Knab, Rand Warner, Dave Luca, Dan Waterstraat, Rick Israelson, Bob Mader, Hiram Colewell, Joe Scanlon, Norm Shaddick, Bill Chapin, Bernie Cubitt, Dick Holbert, Neil Bellenger and others.

When I am there I keep a log book on the people who are working on the crane and the hours spent.

We hope to have this Burro Crane operating soon as a tool in helping us build more track.

R. Bean

Scott Gleason and Charles Harshbarger working on concrete for new catch basin. *Chris Hauf photo*



## Storm Sewer Work Underway

By Joe Scanlon

The rough grading has been established North of the Restoration Building, so the next step is to deal with our troublesome drainage issues. Our usual sitework enthusiasts Dan Waterstraat and Scott Gleason are heading up the storm sewer crew, capably assisted by Charley Harshbarger, Jeff Carpenter and Tom Webster. Twelve-inch corrugated metal storm sewer pipe and precast concrete catch basins have been installed North of the building, utilizing the Gradall and Link-Belt ditchers to dig the trenches and Joe Scanlon's CAT D2 bulldozer for backfilling.

Enough pipe has been installed so that Track 6 can be extended to the South wall of the building. More pipe will be installed along the South wall and the track extended again.

Work is also proceeding on electrical duct installation so that our portable generator building can be set up South of the restoration building soon.

These efforts will allow us to build hundreds of feet of track around the building this fall so that we can obtain some dearly needed storage track, also enabling us to easily switch restoration projects in and out of the building as needed.

Thanks to all those mentioned, along with all others who pitch in and make the magic happen on the "Route to Industry"!

# Diesel Days 2000: A Success

Article by John Redden; Photos and Captions by Chris Hauf



*Above:* What a lineup!!! The R&GV RR Museum diesels LV 211 with Erie caboose, EK9, and USA 1843 await passengers to board while EK6 and the Penn Central transfer caboose give visitors something else to view. *Below:* Fairbanks-Morse H-12-44 #1843 with Conductor Jeff Carpenter on the front and Alco RS-1 #9 await visitors at the transfer point just north of Reid's Crossing.



*Left:* Nickel Plate Alco S-4#79 enters the Industry yard with Gene Redden as Engineer and John Redden as Conductor.

*Right:* Lehigh Valley Alco RS-3m pushes the Erie C254 up the grade to the passenger transfer point under the careful watch of Neil Bellenger and John Weber who ride the rear platform of the caboose.

On August 19<sup>th</sup> and 20<sup>th</sup>, the Chapter operated another successful Diesel Days event weekend at the Rochester & Genesee Valley Railroad Museum and the New York Museum of Transportation. On those days, we had a total of five diesel locomotives and two cabooses operating on the south end of the railroad, and a total of three track-car & trailer sets operating on the north end. The operation went nearly flawlessly, and there was a large turnout for the event.

In addition to providing the visitors with some pretty nice equipment to view and ride, it's a tribute to our organization that we were able to staff the event with at least twenty qualified volunteers each day. Special thanks go to Rand Warner and Dale Hartnett for their leadership as Event Coordinators for Saturday and Sunday, respectively. Also, thanks to Chris Hauf for his procurement of specially silk-screened T-shirts for Diesel Days. Several guests were overheard saying how nice it was to be able to quickly identify crew members.

In addition to the public activities, we also had another camp-out and cookout at the Depot. Elaine and John Redden organized the dinner, which was beef shish kabob, plus several side-dishes. Steve Huse provided a delicious sweet potato pie for dessert. Eight members had dinner Saturday night, and watched some of John Stewart's videos in the Pine Falls Lounge. Five members, plus one mascot, slept over in two cabooses on Siding Six. The following morning, Rand Warner provided breakfast, which included pancakes, eggs, bacon, coffee and juice. It was expertly prepared on our new grill by John Stewart, Dale Hartnett and Rand.

To everyone involved with the weekend, a special "Thank You" and "Congratulations" on a job well done.





## Book Review:

## The Electric Interurban Railways in America

George W. Hilton & John F. Due

Reviewed by Bill Heron

This is a scholarly book, not exactly a relaxing, bedtime read. It also is an extremely comprehensive collection of information regarding the history of electric interurban lines. Almost anything one might wish to know about America's interurbans is in here, and easy to find because of the authors' well-organized format.

Like lots of books that have to do with rail-related topics, this one does not have a happy ending. That's the way it is whether it's electric interurbans, city trolley lines or steam locomotives. They rise up, endure for a while and then, like old soldiers, fade away. Most of us I suppose find the pain tolerable because we know before we start what the ending will be, and at the least it surely is satisfying to recall what there was even if now it is gone.

This tome, 463 pages long including various appendices follows a very logical pattern. It starts with a chapter titled, "The Rise of the Industry" and concludes with a chapter titled, "The Decision to Abandon". In between there are chapters on the technology of the interurbans, including details on the various electrical schemes employed. Then passenger traffic, freight traffic, government regulation, finance and the decline of the industry follow. All of the foregoing comprise "Part One".

Early the authors attempt to define what an "interurban" is. Quoting from the book, there is their answer.

"... the term interurban may be applied to railways that shared most or all of the four following characteristics: electric power, primary emphasis on passenger service, equipment that was heavier and faster than city street cars, and operation on streets in cities but at the sides of highways or on private rights-of-way in rural areas."

One of many interesting tidbits that I obtained from this book is the fact that the honor of being America's first interurban line goes to the Newark and Granville, a seven mile line that connected the two Ohio towns in its name. I've spent a fair amount of time in the Newark, Ohio area, but until I read this book I had never heard of the Newark and Granville. It wasn't a very successful road, even though it did serve Newark, home of the Jewett car building company. The Newark and Granville opened

in September 1890. The honor of being the earliest interurban in North America, however, goes to a line opened in Ontario, Canada in 1887 which connected St. Catharines and Thorold.

Whenever I read a book on a rail-related subject I enjoy looking for local, (Upstate New York), connections. I was disappointed in the account of the rise of interurbans that our own pioneering Rochester and Sodus Bay line was not mentioned. After all it was one of the longest early interurbans. Later, however, the R&SB received mention for the fact that it resembled New England interurbans which were characterized by side of or in the road trackage rather than private right-of-way as for example on the Rochester and Eastern or the Rochester and Syracuse.

This book also has a "Part Two". In it the authors provide summaries of every interurban known to have existed. They are arranged on a geographical basis. I thoroughly enjoyed this section, in particular the coverage of New York state lines. It was here that I learned that there once was an interurban that connected the towns of Lima and Honeoye Falls. It started as a steam line in 1892 which subsequently failed. It reopened as an electric line in 1899, but that also failed and the line was abandoned in 1915.

Our own former Erie line is, of course, mentioned. I'll quote the entire passage regarding the Erie, both because it is of interest in its self and because it illustrates the authors' style for their write-ups for each individual interurban.

"The Erie Railroad electrified one of its lines for operation under its own name with typical interurban technology. The Erie chose its Rochester-Avon-Mount Morris branch (34 miles) for this project, and equipped it with catenary overhead and current at 11,000 volts AC, the first such installation in America. Beginning in 1907 eight motor cars and four trailers, all equipped for multiple unit operation, provided the service. The over-all scheduled speed of trains was 29 miles per hour, appreciably higher than the ordinary interurban that had to engage in street running. Freight trains and a few passenger trains continued to be hauled by steam locomotives.

"The Erie electrification survived until November 29, 1934, when it was replaced with a gas-electric motor car. Passenger service on the branch was abandoned entirely on September 30, 1941, and the track was cut back from Mount Morris to Avon."

The book does have a short photo section. All are old, historical shots and, of

course, are black-and-white. The very first picture is of Newark and Granville car 350, built in Newark by Jewett. Apparently the equipment built for this pioneering interurban greatly influenced the design of Mid-western cars during the 1900-1908 car building boom. Other photos show typical cars in use across the country and during various time periods.

Anyone who has access to this book ought to be able to find just about anything he or she might want to know about America's interurban lines. It's an ambitious undertaking that has been brought to a very successful conclusion. Highly recommended.

### Strates Shows Car #3 fire damaged

On Friday evening, August 18th, Strates Shows Car #3 was severely damaged while their train was in Hamburg, NY for the Erie County Fair. The cause was not determined as of the news release.

The car was one of the former DL&W 10&6 sleepers built by ACF in 1949. Jack Deasy thinks it may be the former "Tunkhannock". At one time, DL&W 10&6 sleepers operated with Nickel Plate 10&6 sleepers in Chicago-Hoboken service. [Internet via Jack Deasy and Dave Luca.]

### Query out for private car

Dr. Rebecca Larson wants to locate or determine the status of the private railroad car which belonged to John C. Stubbs, of the Southern Pacific Railroad. Mr. Stubbs, who was born in Ashland, OH had named the car "Ashland". Dr. Larson is related to Mr. Stubbs and has a picture of the car, but wants to know its current status. Her address is 2264 Featherhill Rd, Santa Barbara, CA 93108; e-mail <quillpen@ix.net-com.com>. [via Internet posting by Jack Deasy and via Dave Luca.]



## Editor's Corner

Take another look at the photos on Page 6. If the copying process carries through with the detail, they should be of better quality than the others in this issue. Why? This page was printed on a 600x600 dpi laser printer, which shows considerable more detail, than the usual 300x300 output. Also an updated version of the desk top publishing program was used, but this should not have any effect — just a longer learning curve! Canon Publisher, the new one, is an updated version of PublishIt, both by GST.



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Chapter Meeting & Program:

## **PRR Cabin Cars**

by Jack Matsik

September 21, 2000

40 & 8 Club

933 Universtiy Ave.

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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]

R. McKnight	R. McKnight	R. McKnight	R. McKnight	R. McKnight

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