



# The Semaphore

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

October 2000  
Volume 43, No. 2

## Program for Oct. 19:

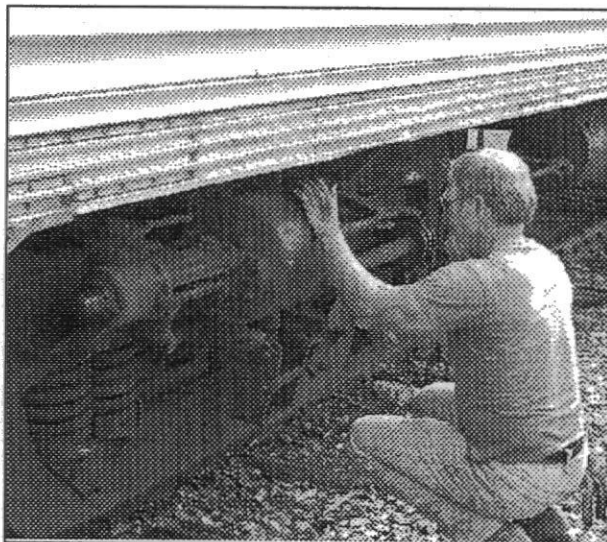
### Operation Lifesaver

by Dave Hulings

Chapter Member Dave Hulings will present an overview of Operation Lifesaver — what it is and how the Rochester NRHS is involved. We are going to do a "team" presentation and will show clips from several of our videos, including some brand new ones.

One of its goals is to make the public (including schools) aware of the potential hazards around trains and railroad property. Besides the obvious problems at grade crossings, there is the problem of trespassing on railroad property, and particularly along rights-of-ways. If you want to tussle with a train, be assured the train will win!

Dave is also active with the New York State delegation.



*Left:* Rick Israelson works on removing the brake piston from one of the brake cylinders on the Chapter's excursion cars. *Right:* John Stewart snaps a new rubber piston packing cup over the metal brake piston. A similar process was done for each of the other 20 cylinders which were worked on (four per car, two on each truck). (Chris Hauf photos)

## 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

## Library Hours

7:30 to 9:30 PM

Monday, October 23

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

## 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.

## Fall Foliage Excursions Are Underway

With the completion of the work on the brake systems and a final polish of the windows, the Excursion Fleet was moved to Sodus in mid September for the start of the Fall Foliage Train rides between Sodus and Newark. As normal, the first several trips were sparse with respect to riders. Subsequent trips have seen increased ridership to where, at present, ALL remaining trips are SOLD OUT.

Now with the recent frosts and the early cold snap, the Fall colors should be reaching their peak for the benefit of our patrons.

Various Chapter members have been working diligently in prepping the train set, recording ticket sales by phone, serving at the ticket booth, attending to the concession and store areas on the train, and staffing as car hosts. There was a lot of behind-the-scenes prep work in preparing publicity materials as well as alerting the media.

## We Will Have a Picnic!!! — October 28 starting at 1PM

This year our Picnic is Saturday, October 28 rather than the usual weekend following Labor Day. Reason: So that you can see all the things that has happen between these two dates — and you better believe the gangs have really been BUSY.

We will have concluded another successful season of Fall Foliage Train rides as well as the Track Car rides at the two museums the next day. Much trackwork has been done over the year. Overhead contact wire for the Trolley is up (and may be energized!). NYMT is celebrating their 25th Anniversary (Congratulations!). You must see our new 'big' crane that arrived recently. Also train and track cars will be in operation.

The picnic will be at the Depot (R&GV RM). Members are invited to bring friends. Also to bring a dish to pass, such as appetizer, salad, entree or dessert — and of course a hearty appetite. With a 'donation' from you, the Chapter will provide hots, sausage, hamburg's, corn, potatoes and drinks. That donation amounts to \$5 per adult; \$3 for youths and the little ones are FREE.

Reservations should be made to Rand and Marge Warner at 425-8586.

### 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.

#### October 8:

John Becker  
Ted Miller

#### October 15:

Dick Bean  
Jim Stewart

#### October 22:

Alfred Olsen  
Don Shilling

#### October 29:

Dale Hartnett  
Bruce Mathews

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

That's all for this year. To all of the Depot Tour Guides — a **Hearty Thank You**. We'll be in touch with you next year.

### Membership Report

*Interim Chairs: Janet Dittmer & Elaine Redden*

**New Members:** The new members will be listed in the next issue.

#### Change of Addresses:

Rick Rubino  
8 Ridgeview Court  
Pittsford, NY 14534

Paul John Sacarcen  
5399 Russell Rd,  
Marion, NY 14505  
New phone#: 315-589-4818

#### Change in phone numbers:

Jacob Adams: 527-0643  
Ernest Holingsworth: Wrong number listed in roster  
John Redden: 388-9124  
Henry Zerbe: Phone disconnected

### Train Set Work at Sodus

The Excursion Cars were moved to Sodus. Plans are to clean the cars before each weekend trip on Mondays and 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.

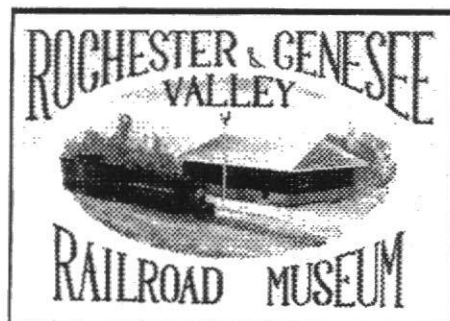
### Combined Museums Event

**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.

### E-Mail Updates to Roster

*Compiled by Dick Bean*

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Wayne Turnblom ..... ewayneturblo@kodak.com  
Walter Vanderwheel ..... vandrrwheel@aol.com  
Noar Wallace ..... noarwallch@prodigy.net



Rand Warner, Director, 425-8587

## Safety First, Last and Always!!!

John Redden, Chairman

### Awareness

Look for real and potential hazards to our visitors and volunteers – constantly.

Report hazards promptly so that we can recognize them and take proper corrective action.

### Preparedness

Fire extinguishers in all buildings, locomotives, cabooses, excursion car.

First aid kits at each location: Museum, Library, Excursion Train, and on Track Car Sets.

Bee Sting Kits – same as for First Aid Kits above.

### Responsiveness

Training in first response first aid.

Training in fire extinguisher operation and first response.

Emergency/disaster plan and training in place.

Strong interfaces with local fire, police and ambulance.

Respond in timely and effective fashion to reported hazards and incidents.

Report incidents and accidents to appropriate jurisdictions and authorities.

## Car Roof Painting

The painting season is now passing rapidly. We've got, 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.

## Development Opportunities

Development Committee Chairman: Jeremy Tuke

Take part in something exciting that will last – for you and many others to follow, enjoy, and benefit from in the years and generations ahead. Put some cash or appreciated stock into one or more of the following opportunity projects:

### Rochester Subway Car #60

Fund Mgr.: Rand Warner

This historic car, ridden by many of you, your parents and grandparents, is complete, but needs extensive restoration of interior, exterior, structure, running gear, trucks, electrical and brake systems.

\$5,000 would make a big dent in any one of these areas.

### Rochester Lockport & Buffalo Interurban #206

Fund Mgr.: Bernie Cubitt;

This rare, wooden Niles car was preserved for over 65 years before we acquired it. It is a sound car shell, but needs all interior and exterior fittings and equipment. Significant carpentry is required.

Considerable glass requires replacement and replication. As set of trucks is under procurement now. \$3,000 would be helpful in any one of the above areas.

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

Fund Mgr.: John Redden

This locomotive was operated live as late as 1991. We have to replace boiler lagging, replace boiler tubes, repair firebox, replace crown stays, and do some work on running gear. \$5,000 would be substantial help in any one of these areas of project work.

### Heisler Fireless Steam Loco

Fund Mgr.: Ron Amberger

This locomotive made two round trips from Wayland to Cohocton back in the 1980's. We need to replace boiler lagging, inspect pressure vessel, and rehab running gear. An auxiliary steam generator for charging is being assembled. \$5,000 should cover work in any of these areas.

### Railway Express Truck

Fund Mgr.: Dick Bean

We have a rare and essentially complete 1939 Ford V-8 60, 1-ton Railway Express Truck that would be great for our own special events as well as local parades, etc. It needs a full restoration that is already well underway – body, running gear, engine, fenders & grill, paint, glass, signs & decals, etc.

Your \$1,000 would substantially help any one of these areas.

### Overhead Wire Maintenance Line Car

Fund Mgr.: Neil Bellenger

We are currently rebuilding and rehabbing a former Philadelphia Street Railways Sweeper #147 car body into our overhead wire work line car. We need a flat car to put under it, and considerable tongue and groove sheathing, and window work, to repair the carbody. The roof is already being replaced. Your \$1,000 would greatly assist any one of these areas of work.

### New Windows for Excursion Train Set

Fund Mgr.: Dave Luca

We all know how those Lexan windows on our passenger cars impair a good view of the scenery. You can help us help our passengers to see better by underwriting the expense of new FRA approved glazing. We can do the installation ourselves. \$3,000 would cover expenses for one car.

### Restoration Building

Fund Mgr.: Tom Tischer

We are already getting wonderful productivity out of our new Restoration Facility. We can further improve its effectiveness for restoration work with utilities, concrete floor, a pit under the track, shed extension for machine tool areas, restroom and office areas, etc.

\$5,000 would make a big contribution towards meeting any one of these needs.

### Buffalo, Rochester & Pittsburg Caboose

Fund Mgr.: Dave Luca

This historic wood & steel composite construction caboose was built when Rochester was the headquarters for the Buffalo Rochester & Pittsburg Railroad. Our caboose #C2631 was obtained from the B&O which bought out the BR&P in 1932. We are now back dating the caboose to its original BR&P configuration. \$3,000 would underwrite most of the materials expenses.

### PRR N5c Caboose

Fund Mgr.: Chris Hauf

This uniquely Pennsy all-steel caboose has the distinctive PRR porthole window architecture. We are in process of a major rehab and restoration effort on this car. Much of the steel flooring and other areas requires repair and/or replacement. \$2,000 would cover cost of steelwork and painting.

(Continued to Page 4)



## Development *(Cont'd from Pg. 3)*

### **Yard Tracks Expansion**

*Fund Mgr.: Rand Warner*

We are currently expanding our yard trackage in the vicinity of the new Restoration Building with tracks both north and south of the building, and also along the outside walls of the building. We have access to rail, plates, spikes, bolts, and bars, and we have the people and heavy equipment to prep the base and put the track in place. What we need is help on procuring ties and ballast. Each track is several hundred feet long. \$4,000 would cover expenses for each track.

### **Plymouth Switch Engine**

*Fund Mgr.: Kevin Klees*

This rare Model BL, 6-ton industrial switching loco came from Odenbach's former shipyard complex just inland from Lake Ontario along Dewey Avenue. Our unit is from 1927, we believe. We are restoring it cosmetically and rebuilding it mechanically. Engine work and new drive chains are required, among other efforts. \$2,000 should cover our anticipated expenses on this project.

### **Trolley Power Substation**

*Fund Mgr.: Rand Warner*

We have already assembled a rudimentary substation using our 250 kilowatt Onan diesel generator set and locomotive rectifier assembly. We need to engineer and build a permanent and up to spec version of this substation to support our ongoing trolley operations for the public starting in 2001. \$5,000 would cover materials and an enclosure for this unit.

### **EKC #6 80-ton Diesel Loco**

*Fund Mgr.: John Redden*

This GE center cab unit was our first loco from 1981 and is still our all-around, all-year prime use motive power. As received from Kodak by donation, it had only one operational prime mover. We have since acquired another Cummins Model L-6-1 diesel prime mover in good running condition to replace the bad unit. \$2,000 would cover installation of this unit and rehab of related engine accessories such as air compressor, generator, exciter, etc.

### **RG&E #1941 45-ton Diesel Loco**

This loco handled many thousands of coal cars for RG&E at the Beebe Station generating plant before being donated to us in the early 1990's. We have used it heavily, year round, until 1999, when we took it down for major rehab to brakes, cab sheet metal, batteries and electrical components.

\$1,000 would make a big dent in our remaining expenses.

### **Erie Stillwell Coach**

*Fund Mgr.: Chuck Whalen*

This coach was especially engineered by Mr. Stillwell of Erie RR to save weight. It has already received new side panels, windows, and exterior paint & lettering. Interior steel work at windows is in process. We need to replace the ceiling, soffits, interior walls, interior fixtures and reinstall new wiring. \$1,000 would sponsor any one of these activities.

### **Pennsy "Pine Falls" Sleeper-Lounge Car**

*Fund Mgr.: Gale Smith*

This rare car built by Pullman-Standard in 1940, and used on crack Pennsy trains, such as the *Broadway Limited*, has been a feature attraction to our visitors ever since our Museum opened. The car needs extensive interior and exterior sheet metal and skin framing rehab. The car is complete and intact, and someday could be a wonderful car to take out on the rails again. It is complete with all furnishings. \$10,000 would really get us going on the metal work.

#### **NOTE:**

Your check or appreciated stock transfer should be made out to the Chapter and indicated for the appropriate fund/work area of your desire. You may want to consult with your attorney or tax preparer on major cash gifts or transfers of appreciated stock.

## **Picture This Trolley Operations**

Special Events for Visitors

Schedule car operations.

Unscheduled extra cars.

Multiple unit trains.

Multiple section trains.

Package, Mail & Express.

Work extras.

Snow fighter extras

Limited cars.

Accommodation cars.

# All of the above can be done very soon with the operational cars at NYMT.

# Much more can be done in the future with cars under restoration and acquisition at both R&GV RM and NYMT.

# With your help, these dreams come true could be staged for our visiting public.

## **Navy Reserve Seabees**

The local Naval Reserve Seabee unit, directed by Nathan Browning, has been working with us again since last May. We have worked extensively with the Seabees back over ten years or more now.

Major accomplishments of the current "lean and mean", hardworking group include:

Check out and startup of International tow truck and Diamond-REO truck tractor.

Troubleshooting brakes on Mack truck DM600.

Swapping out alternators on our Army dump trucks and hooking up headlights.

Motor swap and reassembly work on second blue Army TrackMobile.

Fabricating four wheel side dump car and changing from 30" to standard gage.

Fabricating replacement steps assembly for northwest corner of DL&W MU Power car.

Replacing bad wheels and tires on Cat 12 road grader.

Removing old roof, repairing surface, and installing new plywood roof and paper on our C-147 line car trolley project. Now they are starting interior rehab and structural wood repairs on this project.

Fabricating radiator mounting bracket assembly for Burro crane.

We certainly appreciate and look forward to the once-a-month appearance of this energetic capable and widely skilled group.

## **Picture This Towerman on Duty!**

- A two story wooden signal tower "C-C Tower" at the throat of Switch #6 and Track #6 at the top of our hill.

- Upstairs is the interlocking panel from Niobe Tower, and the CTC display from Churchville. Our trains are dispatched from this tower.

- Downstairs is storage for the Communication & Signal Dept. for signal, radio, telephone and telegraph supplies.

- As our trains rumble by, Dan Cosgrove or Bill Chapin could hoop up the orders in the grand old manner.

- All the pieces of the pie exist. We could make it happen - to demonstrate to our visiting public yet another dimension of the railroad era culture.



## Train Gang

**Progress:** The three summer chapter meetings at the Museum went off successfully. Track cars, trains, and diesel locos were featured for operations.

The annual Diesel Days two-day weekend featured five running diesels and a caboose - see last month's write-up for details.

Work is progressing on RG&E loco rehab, restoration of Heisler and Vulcan steam locos, and running maintenance on our road diesel fleet.

The second blue Army TrackMobile is assembled and has been checked out and started up.

**Plans:** Relocate some freight cars currently stored at NYMT. This will be necessary to operate trolleys later in October and/or possibly in early November. Some cars will be temporarily relocated on other parts of NYMT loop and NYMT barn sidings and loading track. Other cars will be relocated to R&GV RM more permanently - for restoration and other purposes.

Relocate second Blue Army TrackMobile out of barn and put into operational service.

Begin preparation of diesel locos and track motor cars for winter protection.

## Crane Gang

**Progress:** The big Bay City Model 65 crawler crane is going together under direction of Art Mummery and Joe Scanlon. Art has repaired the bearings at the base of the boom. Assembly of the boom is in work and the boom should be on the house by the time you read this.

The Grove diesel yard crane, donated by Hudson Steel, is on the property and has already been started up by Art Mummery. We expect to be getting some good use out of it very shortly.

Our Army crawler crane has been relocated to permit track construction of the Siding #6 extension.

**Plans:** Use Bay City 65 crane to place three panels of Switch #7 as soon as site for switch is ready.

Excavate around Switch #7 site so we can keep access road open all the way up through past Reid's crossing. Truck fill to fill area south of Restoration Bldg.

Get Grove Yard crane fully operational as backup to Austin-Western.

## Drain Gang

**Progress:** The first round of work on catch basins and corrugated steel pipe drains to the nearest culvert has been completed north of the Restoration Building.

Diverter berms have been built up along west edges of banks beside the building.

Catch basin for water and vault box for electrical, along with culvert pipes and conduit pipes, have been installed at south-west corner of Restoration Building.

Culverts have been kept clear throughout the various recent storms and down pours.

Ditching continues along the east side of our main line going up the hill from the Depot.

**Plans:** Complete ditching along east side of our main line.

Reinforce west sides of all our culverts with rip-rap, using our new side-dump car and rubble provided from a nearby school project.

Complete catch basin and drain line connections to south of Restoration Building.

**Thanks to Drain Gang:** Scott Gleason, Dan Waterstraat, Joe Scanlon, and Charles Harshbarger, assisted by Jim Johnson, Dick Holbert, Norm Shaddick, Dave Luca, Rand Warner, Dick Lucherhand, Bob Mader, John Redden and many others.

## Donated Crane Ready for Action

by Joe Scanlon

The Bay City Model 65 crawler crane donated to the Rochester & Genesee Valley Railroad Museum this year by the Haines family of Elkhart Indiana has been put back together and is ready for heavy duty lifting assignments.

When the disassembled crane was brought to the museum, each piece was inspected for defects and it was discovered that the boom foot bushings had come loose. Art Mummery and his Miller welder came to the rescue and welded the bushings back in place. The crane was then re-assembled by Art with help from John McDonald, Bob Mader and Joe Scanlon. After a couple of minor adjustments the crane will be walked up the hill for a lifting date with Switch #7 and some chores around the Restoration Building for the motive power and electrical departments already on the list.

Stay tuned for more news on the Bay City "Big Boy!"

## Electrification

Facilitator: Rand Warner

**Progress:** We have made extensive headway on our overhead structure this past month, with a large crew of NRHS and NYMT volunteers working together, using our bucket truck and auger truck, and other equipment.

Contact wire is up for about 1000 feet and splices are installed.

Rail bonds are going in and an additional supply has been ordered.

#2-0 and #3-0 contact wire splices have been procured and are in use. Lightning arrestors are on hand.

A platform scaffold has been rigged up on our Hyrail boom dump truck to assist with installation of pull offs to backbones.

**Plans:** Complete wire work in October to permit initial trolley operations.

Work with Fred Perry & Son on weekend of October 7 & 8 to install pull offs.

Check out diesel generator substation, add block heater, and move to NYMT by mid-October.

Complete installation of remaining rail bonds throughout Phase I trackage.

Complete remaining work on Trolley #168 and check out for initial operations.

Hook up substation to trolley overhead and checkout to support trolley operations.

Shoot for live trolley demos for joint NRHS/NYMT picnic on October 28.

Install lightening arrestors at both ends of overhead line to protect personnel and equipment.

**Electric Crew:** Thanks for leadership to Scott Gleason, Neil Bellenger, Charlie Lowe, Bob Miner and Rand Warner.

Thanks for all the support from Dan Waterstraat, Dick Holbert, Dick Lucherhand, Jim Johnson, Dale Hartnett, Nathan Dunn, Kevin Herzog, Bob Mader, Randy Buglnki, Bill Chapin, and others.

## Wanted

- ☐ Literature and hardware for Railway Express Agency, railroad mail/RPO Service, and railroad baggage service.
- ☐ Electric or air powered railroad car jacks, preferably cantilever type for passenger car work.
- ☐ Controller, resistors, and compressor for RL&B Car #206.

## Help Wanted

*Get some real satisfaction!*

*Recreate a by gone era!*

*Leave something of history!*

*Leave something for your grandkids!*

*Help recreate the Steam Era of excitement!*

We are now restoring not one but TWO steam locomotives. Both of them need boiler attention, mechanical repairs, preparation and painting, pipe work, electrical work, some carpentry, and a host of other attentions. Contact John Redden at 338-9124. Let's get them running!

*Help recreate the electric age of excitement!*

We now have four electric/trolley car projects in process - a line car, RL&B interurban, Rochester Subway Car and DL&W Commuter car.

We are also putting up overhead wire with NYMT, to electrify the first 1000 feet of our join trackage. We may have this first section operational by the end of October.

We currently have a 250 kilowatt diesel generator substation to provide the 600v dc current for operation of the trolleys.

Get involved in the juice operation! Call Rand Warner at 425-8586. Trolley freight may be in our future ...

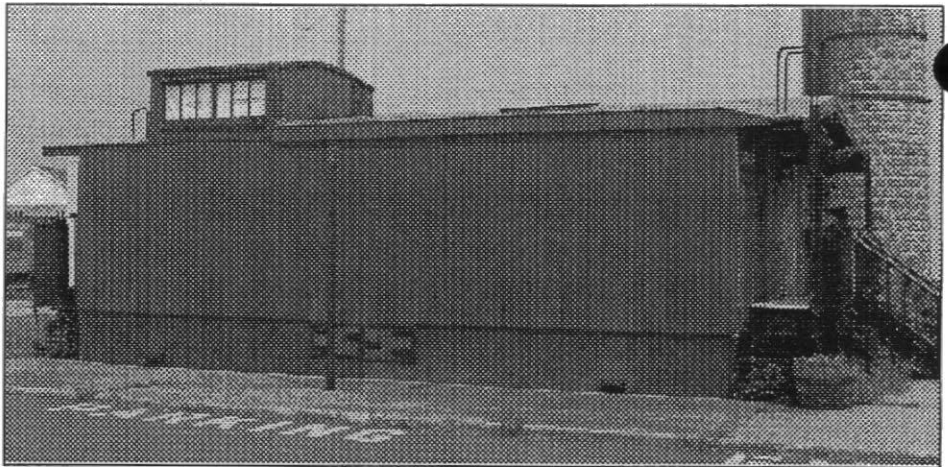
## Library Report

*Charles Robinson, Chairman*

As usual after the third Thursday of the month, the Rochester Chapter-NRHS library will be open for general use on the following Monday evening. For this month that will be October 23 between 7:30 and 9:30 PM. The library phone number is 716-872-4641. Come out and see all the photos we have been mounting in sleeves and our new books!

The building season for restoring the library is drawing to a close. All that is left to do is to close up the flashing below the cupola on the West side and to mount the tarps along the East side to prevent any more water damage to that side. A finish coat of paint has been applied to both the West side siding and skirt. Next year the East side will be resided. In addition, the windows will be reinstalled in the West side at that time.

On the behalf of the chapter, I would like to thank Eric Drum, Jerry Gillette, Chris Hauf, Bill Limburg, Dave Luca, Bob Miner, Steve Oagley, Gale Smith, and Rand Warner for their efforts this summer in rebuilding the library wall and reinforcing our porch. At



no time, was the project delayed because of a lack of volunteers. The job was just too big to finish this year.

Mrs. Dorothy Boyer has given the chapter archives additional material from the Curtis Boyer collection. We appreciate this donation and look forward to incorporating it into the chapter's collection. Jerry Gillette has finished cataloging the car part drawings for the Erie and a few other rail lines that were given to the chapter many years ago. Currently Jerry and I are working on the photograph collection, arranging the pictures and placing them in sleeves for more archival storage. Gale Smith continues with cataloging and labeling our growing collection of books.

John Stewart has recently purchased the following books for our collection:

*B&O Color Guide to Freight and Passenger Equipment*

*PRR Color Guide to Freight and Passenger Equipment.*

*Penn Central Color Guide to Freight and Passenger Equipment*

Three Volumes of "Next Station will Be..." series on Erie Railroad depots (ones that pertain to NY)

*Guide to Industrial locomotives*

*Critters, Dinkys & Centercabs*

Now that the construction boom is over at the library at least for now, the staff will turn to the less strenuous job of taking care of our collection.

Perhaps it is a bit early to talk of this but we do look forward to another season of restoration at the library next year. Yes, we are restoring rail cars at the library so please join us in the spring.

Have a happy winter. See you at the library.

Through a grant from the NRHS and the work of many talented Chapter members, the west side of the Chapter's Library was resided over the summer with new tongue & groove boards. The new siding has been primed and painted: caboose red on the siding, medium gray on the skirt. The windows will be opened back up once some repairs are made to the sashes. Next summer, the siding on the east side and the cupolas is scheduled for replacement. (Photos and captions by Chris Hauf)

## Charles Robinson, a New Author Among Us

Charles Robinson coauthors with Paul L. DeVerter, II the just released book entitled *Houston North Shore Railway*. This is Bulletin 133 of the Central Electric Railfans' Association (CERA) based in Chicago.

The Houston North Shore Railway opened in June 1927 and was the last new interurban railway built in the United States. The 33-mile route linked Goose Creek, Texas (now part of Baytown) with Houston rail center. Before it was opened, it was purchased by Missouri Pacific Railroad, who foresaw profitable operation as the North Shore served the Humble Oil refinery at Baytown.

Passenger service lasted 34 years using a variety of equipment including autorailers and unique railbuses. The railway still exists with increasing traffics, sans the overhead and the whine of the interurban cars.

This 164 page book contains 217 photographs, 16 maps and a roster of equipment.

Mr. DeVerter is a partially retired lawyer specializing in intellectual property. He is active in local railroad societies and museums, and is currently Chief Mechanical Officer in the American Association of Private Railroad Car Owners and hopes to return his Pullman sleeper to service.

## Orphan Railroad - Orphan Diesels

by John R. Stewart

As we know, the Wellsville, Addison & Galetton was formed from an orphan branch of the Baltimore & Ohio Railroad. It is only fitting that two of its first diesel locomotives were orphans themselves.

Much has been written about the famous orange and cream GE center-cabs and the red F7A's with their snowplows. Very little has been written about the orphan Whitcomb's that came to Galetton in 1956.

Their story begins in 1947, when the Canadian National placed an order with Whitcomb for eighteen 75-ton switchers. Whitcomb subcontracted the building of the locomotives to the Canadian Locomotive Company of Kingston, Ontario. The units were to be equipped with 8-cylinder, 650-HP Sterling diesel engines. After much delay, the first two units were delivered on April 30, 1948. By late summer, only five more units were built.

The operational record of the locomotives was very poor. There were frequent road failures, many centering around the diesel engine. In October of 1948, Canadian National canceled the remaining orders and returned the initial seven locomotives to CLC. The two units which came to the WAG were destined to be CN 7813 (c/n 2421) and 7815 (c/n 2423). They were probably never actually delivered to the Canadian National, however they may have been lettered at the factory.

After the Canadian National order was canceled, and the locomotives returned to CLC the troublesome Sterling diesels were removed. They were subsequently sold to Whitcomb, where they were rebuilt. Whitcomb installed 550-HP Caterpillar diesels, which proved to be successful. Whitcomb sold seventeen of the original eighteen locomotives to the Chicago, Rock Island & Pacific. The remaining unit was sold to the Washington & Old Dominion.

The Chicago, Rock Island & Pacific subsequently leased number 1010 (b/n 60824) 1012 (b/n 60826) to the Wellsville, Addison & Galetton in 1956. They proved to be ineffective on the hilly grades, and were returned later that year. In 1966, the Chicago, Rock Island & Pacific traded them into GE for the last time.

[© 1999 John R. Stewart, used with permission from his Web Site.]

## Adirondack Scenic Railroad to Sport a Steam Train: Nov. 11

On Saturday, November 11, 2000 a steam locomotive will pull the Adirondack Scenic Railroad cars from Utica to Remsen and return.

Two trips are planned for the day: the First train departs Falvo Station, Utica at 9:00 AM and return at 12:15 PM; the Second train departs Falvo Station at 1:00 PM and returns at 4:15.

Tickets are \$20 for adults; \$10 for Children ages 3-12. Reservations, strongly recommended, can be made by calling 315-724-0700 or faxing 315-724-3944. The web address is: [www.adirondackrr.com](http://www.adirondackrr.com).

## Freight Conductor Training Course Offered

The Mohawk Valley Community College in Rome, NY is offering a 5-week 40-hour/week course in training to be a conductor on freight trains for a Class 1 railroad.

Tuition (includes books, goggles, gloves, etc.) is \$3,950; it does not include lodging or meals. Pre-qualification is required to enroll. Apparently the course is offered about every five weeks through the year.

For information call: 1-877-688-7225 (toll-free); web: [www.mvcc.edu/cced](http://www.mvcc.edu/cced).

## Did We Miss These Trains?

1) The U.S. Postal Service's "Celebrate the Century Express" is nearing the end of its tour of the States. However, I don't remember it every visiting Rochester. Did it and I missed the publicity?

The CTC Express is composed of an Amtrak P42 Genesis series diesel locomotive; a modern exhibit car, featuring multimedia displays showcasing how commemorative stamps bring American history to life; a restored Railway Post Office car; a historic railroad business car and a baggage car. [USPS Memo to Mailers, Sept. 2000]

2) For 29 years one of the oldest museums on wheels has been touring the States: "The Arttrain USA". It may visit big cities, cut concentrates of small towns which seldom have exposure to art. The Art train has no motive power is is dependent on the railroads to move the exhibition consisting of five cars which are climate controlled and secured.

Did it every visit Rochester?

[The BLHS Bulletin, Oct 200, pg 30 picked up this item from the *New York Times* of August 20th.]

## Refurbished Turboliner Debuts!

On Wednesday, August 23rd, Governor Pataki introduced the first completely rebuilt Amtrak Turboliner to the media and public at the Super Steel plant outside Schenectady.

On Thursday, August 24th, this train arrived at the New York State Fairgrounds and stayed until the 28th for fairgoers to view. A new siding was constructed to hold the train. The siding's construction was completed just the night before the arrival of the train and involved several groups and industries to complete the task in time.

A second Turboliner should be ready for service by early next year. It accommodates 260 passengers, has telephones in almost every car and outlets for laptop computers. The train has little space for baggage other than overhead racks, which may cause problems for longer distant travelers.

After some test runs between New York and Buffalo, the train is scheduled to provide regular service between Albany and New York when it will replace the only Turboliner now in service that needs an overhaul. The later was equipped with new turbo power in 1995 but other components need attention.

The Turboliners were constructed by Rohr in 1976 based on a French design to US standards.

The remaining five sets is expected to be ready in 2002, once the contract is signed. [The *ESPA Express*, Sept/Oct 2000; *The Green Block*, Sept 2000]



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Chapter Meeting & Program:

**Operation  
Lifesaver (OL)**  
by Dave Hulings  
October 19, 2000  
40 & 8 Club  
933 Universtiy Ave.

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**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/>
