



The Semaphore

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

November 2000
Volume 43, No. 3

Program for November 16:

Railroads Around Phelps, NY

by Sheldon King

Sheldon King will present a slide program of the railroads that were in or around Phelps, NY. These include the Pennsy, New York Central and Lehigh Valley.

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.

Chapter Store at Batavia Nov. 12

The Chapter Store of books and videos will be at the Batavia Train Show on Sunday, November 12. The Show is at the Batavia Downs Race Track.

On hand will be members, who will not only sell, but also promote the Chapter as to its activities and accomplishments.

Library Hours

7:30 to 9:30 PM

Monday, November 20

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.

Electrification Scores A Victory!!

Facilitator: Rand Warner



Bob Miner changes the trolley pole in preparing for a return trip. Charles Robinson, motorman, looks on from within Car #168. *Chris Hauf photo*

Cooperation, Collaboration and Coordination Pays Off

After 25 years of dreaming and wishing, five years of active teamwork, five months of heavy effort, five weeks of intensive preparation, and five days of frantic focus, we did operate active trolleys under active wire for our joint NRHS/NYMT picnic and NYMT 25th Anniversary Celebration on Saturday, October 28! This accomplishment took a huge amount of effort and certainly shows what our two groups can do together.

P&W Trolley #168

This operating trolley was procured by a NYMT member and donated to that museum. Recent effort by Bob Miner, Jim Dierks, Rand Warner, Rick Holahan, Dick Luchterhand, Charles Lowe, Charles Robinson, Randy Bogucki, Aaron Stilson and Nick Stilson, has resulted in installation of roof walks and trolley poles, wiring, ropes, catchers, temporary whistles and a multitude of other tasks and checkout efforts.

Wire Car

A wire reel car was constructed by Dick Luchterhand and Jack Allen. It was loaded with the wire reel by Dick, Rand Warner and Scott Gleason. Dick and Rand made additional modifications for operational service.

Scaffold Truck

A Ford hi-rail boom-dump truck, acquired and donated to NRHS by a Chapter member, was modified by Bob Mader, Bob Miner, Rand Warner and Randy Bogucki with a two-tier scaffold for working on the overhead wire structure.

Wire Guide Car

A wire guide car was rigged up by Rand Warner using the Chapter's boom car for the Fairmont track crane. This car guided the contact wire into position as it was unreel from the wire reel car.

(Continued on Page 5)

Joint NRHS/NYMT Picnic Is a Success

Rand Warner, Coordinator

Saturday, October 28 dawned cold and cloudy, but the weather did improve greatly for fine afternoon with clear, cold air and bright sun for good photography. We had over 80 attendees. Hope you were there.

We celebrated NYMT's 25th Anniversary with live operation of trolleys operating under wire — as reported elsewhere.

Dale Hartnett, Rick Israelson, Rand Warner, Janet Dittmer, Tom Webster, Chuck Whalen, Randy Bogucki and Larry Baker and others helped with set up and cooking.

Steve Oagley, Janet Dittmer, Rand Warner, Steve Huse, Marie Miner, Bob Miner, Marge Warner, Rick Israelson and others helped with tear down and clean up.

John Redden, Norm Shaddick, Steve Huse, Jeremy Tuke and others provided two trains to shuttle passengers to the trolley operation, using EKC #6 and the Eric caboose, and Army #1843 and the Transfer caboose.

Bob Miner and Charlie Robinson provided trolley operations using NYMT's P&W Stratford Car #168.

Jim Johnson, Dick Holbert, Art Mumery, Dan Waterstraat and others operated the Substation for the trolleys.

Jim Dierks, Dick Luchterhand, Eric Norden, Randy Bogucki and others operated the NYMT site.

Marge and Rand Warner took reservations and Mare collected money.

Steve Huse provided all the drinks.

THANKS EVERYBODY FOR A GREAT PICNIC!



Chris Hauf
photo

Gift Shop 2000

by Marie Miner

The 2000 joint season has ended. We would like to thank the ten volunteers who faithfully ran the gift shop and ticket counter.

They are:

Sue Baker, Dick Bean, Bobbie Corzine, Bob Fitch, Nancy Holland, Ruth Magraw, Kathy Mielke, Marie Miner, Carol Lee Pattridge, Gale Smith.

We were open for 29 days this year. It takes two people to handle and average Sunday and sometimes three on special event days during the season. We had two special weekends when we were open on Saturday.

Days of service ran from 2 to 13, with the majority working 4 or 5 times, for a total of 60 days.

Four of this group are members of NRHS and NYMT, four are NYMT only and two are NRHS only.

The gift shop is open all winter on Sundays. We have five people who currently work there these months.

In April 2001 we will be organizing for the 2001 season. Come and join us — it's not hard work and great fun!

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

New Members — WELCOME!

Tomas P. Tucker

168 Harvard Street, Apt 3, Rochester, NY 14607. 716-442-9860; ThomasPTucker@hotmail.com Interests: Rolling stock restoration; Historical construction equipment

Brendan Delay

23144 Kingsbrooke Lane, Westlake, OH 44145 440-333-1319 BEDLAY@M-SN.com

Jerome F. Machamer

3733 Hurd Road, Holley, NY 14470 716-638-0436.

John D. Marshall

21 Keswick Way, Fairport, NY 14450-3218 716-223-1439.

Otto M. Vandrak

3236 Winton Rd. S, Apt D-5, Rochester, NY 14623 716-475-0987 ovon-drak@yahoo.com Interests: Library, Publications/Historic research; also graphic design and writing.

New address:

Paul & Sandi Saracen

5399 Russell Rd, Marion, NY 14505; 315-589-4818 pjsomid@aol.com

Scott R. Becker

134 Blue Jay Dr, Canonsburg, PA 15317-2342 sbecker@pa-trolley.org

Carlos Mercado, Jr.

12 Vick Park A, Rochester, NY 14607-2120; 716-271-4844 cmerca@rochester.rr.com

Corrections to E-mails from last month:

Walter Vanderwheel: vanderwheel@aol.com

Robert Gabbey: rgabbey@rochester.rr.com

The e-mail addresses for Kodak should have the first and last person's name separated by a ".".

Renewals - Awaiting

Normally, we should have received the 2001 dues packets from the National by now for distribution to you. However, they have not arrived, and we do not know why.

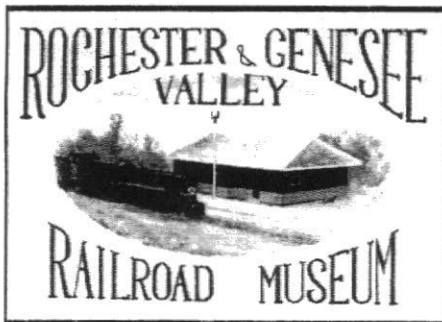
Once received, they will be forwarded to you and our Membership Committee will await your speedy reply.

R. McKnight to Speak at RES Luncheon

Robert McKnight will be speaking before members of the Rochester Engineering Society at their noon luncheon on November 8.

His subject is "RR/Light Rail Grade Crossings". Mr. McKnight is a member of the National Committee on Uniform Traffic Devices. He is retired from the Association of American Railroads where he was Manager of Communication & Signaling Engineering and also retired from the position of Railway Signaling Historian.

[Editor: this sounds like a good program, especially the history of signaling, for a NRHS meeting.]



Rand Warner, Director, 425-8587

Somewhere in Pennsylvania ---

Somewhere in Pennsylvania lies a pristine (from the deck up) locomotive consigned to the Chapter.

This loco was very seriously damaged in transit on a Class I carrier and needs extensive repair from the deck down.

The Chapter has been involved for over a year now in legal work to prosecute our claim.

The Motive Power Committee is protecting our investment in this loco by keeping batteries charged, checking antifreeze, running the prime movers, etc.

We look forward to receiving compensation on our claim so that we can repair the loco and put it into service at R&GVRM for which it was procured and intended.

The Chapter has already invested several hundred hours of time, in addition to cost of legal services and donations by Chapter members to underwrite the acquisition costs.

We will keep the membership informed as new data develops. *RW*

Critter Crew

Foreman Kevin Klees and his helpers John Redden, Norm Shaddick, Rand Warner and others continue to make progress and gain insight into the idiosyncracies of our antique 1920's 7-ton Plymouth loco.

The head is off the prime mover and the engine looks better than expected.

Needle scaling, wire brushing, priming, and painting of body and frame components is continuing in a yellow scheme.

Kevin has researched the chains to be replaced and has offered to underwrite the expense.

The mechanical brake system has been freed up.

We are looking for a replacement radiator.

Construction & Equipment

Supt.: Joe Scanlon

Progress: Art Mummery and Dick Bean are replacing the bad alternator on our "Big Bertha" Army dump truck.

The Power Trailer for the Restoration Facility has been moved out of the building, VERY CAREFULLY, by Art Mummery, Scott Gleason, Dan Waterstraat and with Charles Harshbarger driving our big International tow truck.

Our D-7 Army Bulldozer has been moved into the barn by the same crew, so we can work on the engine swap over the winter.

Art Mummery is working on repair of the Koering hydraulic excavator.

The Navy Reserve Seabees have swapped tires and wheels from a parts grader onto our Cat 12 diesel grader. Joe Scanlon and Art Mummery are swapping the radiators.

Dick Bean, with help from Art Mummery and Hiram Colwell, has gotten our recently donated Case "Tera loader" diesel crawler loader running and cleaned up.

Much work has been accomplished by the Young Railfans in prepping and priming our lowboy trailer. Old deck planking has been removed by Dick Bean, and new planking is on hand.

Operational construction equipment has been neatly rearranged for winter storage.

The Bay City Model 65 crane has been reassembled and checked out by Joe Scanlon, Art Mummery, John MacDonald and others.

Norm Shaddick has been checking anti-freeze on railroad and construction equipment.

Plans: Complete repairs to Koering backhoe excavator to return to service.

Put Cat 12 grader together for check out and return to service.

Complete remaining work on Case crawler loader to put into use.

Complete remaining work on ATC bulldozer and put into operational service.

Complete rigging on Bay City Model 65 crane and put into service.

Repair/replace bad generator on Georgia buggy and return to service.

Restoration Facility

Coordinator: Rand Warner

Progress: Scott Gleason has acquired pricing data from Niagara Mohawk on a 200 amp 240 volt single phase power service.

Rand Warner has obtained from Town of Rush Building Inspector approval to run overhead pole line for electrical service to building from upgraded lines on NYS Route 251.

Scott Becker has furnished a full set of architect's drawings for the pit constructed at Pennsylvania Trolley Museum, for our reference.

Tom Tischer has agreed to manage our specially designated development funds for the building floor, utilities, pit, insulation, shed extension, etc. (See October *The Semaphore*).

Items temporarily stored in the building are being rearranged to permit more interior working space.

External underground duct work has been installed, along with concrete underground vaults, to permit proper hook up and entrance of power and compressed air into the building from our power trailer. This was an extensive effort supported by Jim Johnson, Scott Gleason, Dan Waterstraat, Dick Holbert, Charles Harshbarger, Joe Scanlon, Art Mummery and others.

A location site for the power trailer, on the next level below the building, is now being prepared by Scott Gleason, Dan Waterstraat & Co.

Joe Scanlon and Rand Warner have collected information on available resources for storage trailers and we are now ready to move ahead on acquisition.

Plans: Complete preparation of final location site for power trailer.

Complete interior wiring, conduit, and air piping for power trailer.

Relocate power trailer to final site and tie in electrical and air lines.

Relocate Railway Express Truck to south end of building for further restoration efforts.

Wanted

For Railway Express Truck - grill, fenders, axles, headlights.

For Excursion Trainset - diaphragm materials.

For Heisler and Vulcan steam locos - new boiler lagging.

For B&O bay window caboose - tongue and grove flooring.

Hook block for 3/4" cable for Bay City Model 65 crane.

Look, Listen,
Live!

Operation Lifesaver Motto

Motive Power

Supt.: John Redden

Diesel Division

NKP #79 yard switcher and EKC #9 and LV #211 road switchers are drained for winter and stored relocated for convenience of battery chargers.

Considerable attention to Army #1843 blower concerns has been provided by Norm Shaddick, John Redden and consultants.

Work continues on RG&E #1941 center cab. Chris Hauf has primed hood sheet metal, John Redden is working on air piping, and Neil Bellenger is working on cab sheet metal.

TrackMobile Division

Blue Army TrackMobile #1 continues in frequent operational use.

Blue Army TrackMobile #2 is now running, with swapped motor, and may be in operational service by the time you read this.

Green RG&E TrackMobile #3 is awaiting motor and transfer case rehab/replacement.

Yellow Army TrackMobile #4 is awaiting analysis of engine problems and needs new tires.

Steam Division

As soon as Track #6 is sufficiently extended, we plan to relocate the Heisler and Vulcan steam locos side-by-side in a wood frame enclosure for removal of boiler lagging in tandem by a qualified contractor.

See separate write-up on Steam Program for Heisler Fireless elsewhere in this issue.

Improved tooling is being worked on for removal of tubes in Vulcan 0-4-0T. Resources are being indentified for other work on boiler, firebox, appliances, running gear, etc. This will all be described in a future *Semaphore* article, following considerable research already done by Ron Amberger and company.

Steam Program for Heisler

The technical program for the Heisler has been discussed in previous *Semaphores* by John Redden and Ron Amberger. This effort involves removing the boiler appliances, jacket, lagging, and cab; and then inspecting and certifying the boiler shell. In addition, the pistons, valves, and valve gear will be rehabbed and adjusted. All the appliances such as compressor, throttle, turbo generator, pop valves, etc. will be inspected and rehabbed as necessary. Much of this work can be farmed out as parallel tasks.

>>>

In addition to the technical work, we want to have a parallel development and publicity effort. This area will involve various types of media exposure and fund raisers. Promotional materials would be generated. We would look forward to a special celebration event when the Heisler goes operational with steam.

We also need to set up a long range repair escrow fund and shorter range fund to amortize the present rehab effort.

A separate parallel technical effort is required to establish a viable, practical and reliable source of steam for charging the fireless boiler of the Heisler. We have several options in this area.

John Redden, Ron Amberger and Kevin Klees are coordinating the technical areas.

John Stewart and Dale Hartnett will coordinate the non-technical areas.

There will be steam in our future! Would you like to be part of it? Call us.

Track Cars

Supt.: Jeremy Tuke

Progress: Larry Baker, foreman for the former Dansville & Mt. Morris RR Fairmont track speeder, is making substantial progress on his project.

Larry scraped, prepped and primed the body. Tom Tucker has started painting the yellow top coat and has the first coat on now.

Larry has been working relentlessly on the one-cylinder motor to get it to run reliably. John Redden and others have also helped. The carburetor has been cleaned, air cleaner cleaned, wiring checked, replaced and upgraded, and running gear lubed and adjusted.

This track car may be featured in one of the landscape displays at the Dome Arena next March. Stay tuned....

Plans: Complete work on D&MM track inspection car.

Prep all track motor cars for winter storage.

Acela Express to take off Dec 11

According to a recent article in *USA Today*, the long-awaited Acela Express will be in revenue service come Dec. 11. With only one train set, it will make just a daily trip between Washington, DC and Boston. The time between Washington and New York will shave 15 minutes off the three-hour trip; between New York and Boston, it will be just over three rather than four hours.

Thanks to ...

Kevin Klees for offer of new chains for our Plymouth "critter" loco Model BL.

Bernie Cubitt for offer to sponsor new bolsters for RL&B interurban #206.

Larry Baker for buying parts for our Dansville & Mt. Morris Fairmont track inspection motor car.

Vince Milliken and **LA&L RR** for donation of large assortment of railroad technical books and operational literature.

Bob Redden for help with info on needed heavy equipment and spare parts.

Hiram Colwell for donation of assorted plantings for landscaping.

Bob Van VanVanlenburg offer of drafting table for Restoration Facility.

Rand Warner for furnishings for *Pine Falls* sleeper lounge and tools.

Greg Norsen and **GRS/Alstom** for another shipment of excess inventory.

Steve Lutz and **Delphi Automotive Systems** for diesel fire pump and foam unit.

Bob VanVanlenburg for donation of authentic mail bag.

Nelson Calkins of Warsaw for donation of a fine collection of 45 manuals for steam and diesel locomotives.

Scott Becker for making it possible for us to acquire a prototype set of standard gage MCB Baldwin trucks in good condition for our Rochester Lockport & Buffalo interurban trolley #206.

Scott Gleason for arranging with RG&E for donation of diesel Trojan loader on rubber.

Harvey and **Carol Simmons** for donation of a generous check towards restoration of our Railway Express Truck in response to write-up in October *The Semaphore*.

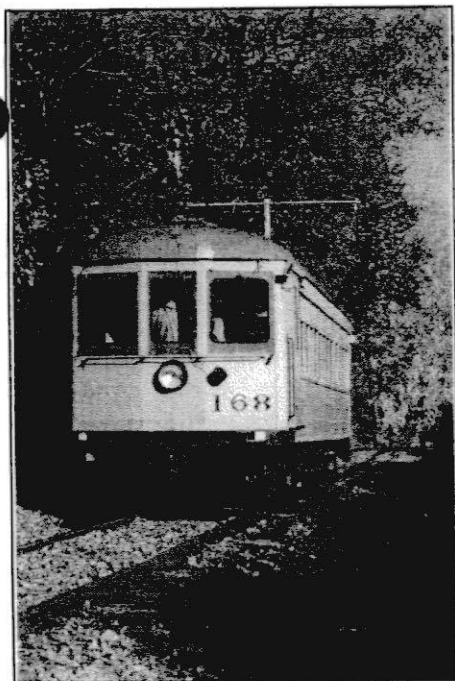
Jim Johnson for offer to underwrite cost of one or more storage trailers for recently acquired Communication & Signaling materials.

Woodworkers

R&GVRM is blessed with a number of woodworkers to help in our restoration and repair efforts on wood stations, wood out-buildings, wood freight cars, wood cabooses, wood trolleys, and hopefully someday — a wood passenger car.

Our woodworkers include Bernie Cubitt, Bill Limberg, Dave Luca, Al Pastorell, Kevin Klees, Dan Waterstraat, Bob Mader and some of the Navy Reserve Seabees.

If there are any more of you woodworkers out there, we would sure like to hear from you. Call Rand Warner at 425-8586.



Coming up the grade...

Pre-Fab Over Head Sub Assemblies

Bracket arm, span wire, pull off, back-bone, down guy, and end-guy subassemblies were fabricated by NYMT personnel from NYMT hardware stock by Charlie Lowe, Bob Miner, Eric Norden, Rick Holahan, Jim Dierks, Ted Strang, Don Quant, Randy Bogucki, Dick Luchterhand, Paul Monti and Larry Kastner. Charles Lowe provided design and direction using Rochester & Eastern standards.

Consultants

Knowledgeable consultants from other established trolley museums and transit operations were invaluable to us with their words of wisdom and hands-on-help. They included Fred and Chris Perry, Dave Johnston and Tod Prowell.

Engineering

Design of the overhead structure was provided by Charlie Lowe of NYMT. Electrical design was provided by Rand Warner and Jim Johnson. Additional input was received from our consultants - see above.

Rail Bonding

Using materials, tooling, and training provided by Fred Perry, rail bonds were installed on about 1/4 mile of rail by Bob Miner, Dick Luchterhand, Rand Warner and Randy Bogucki.

Bucket Truck

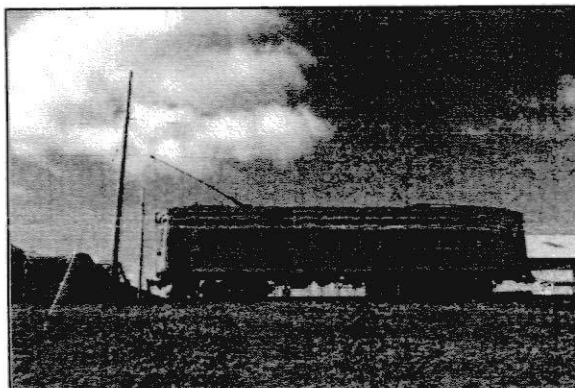
Scott Gleason arranged donation of a road worthy diesel bucket truck from Rochester Gas & Electric. This truck was absolutely indispensable to our efforts.

Track Repairs

Substantial rehab of NYMT track on the main line up the back side of the loop was performed by Dale Hartnett and his gandy dancers: Doug Verecke, Nathan Dunn, Dan Hartnett, Kevin Hertzog, Mark Wiczorek, Beth Krueger, Charlie Lowe, Tom Saul, Randy Bogucki, Dave Luca, Mark Pappalardo, Tom Webster, Dee Mowers, Ron Amberger, Rand Warner, and others -- who replaced many, many ties between the NYMT loop switch and the barn lead switch.

Considerable work was done on the NYMT loading track switch and barn lead switch by Dale Hartnett, Mark Pappalardo, Dave Luca, Rand Warner, Randy Bogucki and others listed above.

The above work was essential for reliable trolley operations while hauling passengers. More track work remains to be done -- replacing switch timbers at both of the above switch locations.



Passing by...

Excessive weed growth on the south leg of the NYMT loop was removed by Randy Bogucki so we could operate reliably and safely through that area while switching cars.

Freight Car Switching

John Redden and his Motive Power Crew of Norm Shaddick, Dave Luca, Rick Israelson, Dick Holbert, Bob Miner, and others swapped a number of freight cars in and out of the NYMT loop, and down to R&GVRM, so that the loop area immediately behind the NYMT barn would be clear for hanging wire and operating trolleys. They also provided a TrackMobile to back up trolley operations.

Auger Truck

An NRHS Chapter Member acquired and donated a Ford Auger/Line truck, which was used to dig and set all our 30-40 wood poles. Poles have been donated by Walter Morey and RG&E.

Twenty new poles were purchased to get us started.

Overhead Line Crew

The overhead line crew was supervised by Scott Gleason, Charlie Lowe and Neil Bellenger. They were assisted by Dick Holbert, Charles Harshbarger, Bob Miner, Rand Warner, Dan Waterstraat, Bob Mader, Randy Bogucki, Dick Luchterhand and Jim Johnson.

The overhead line crew used the bucket truck and scaffold truck to install and adjust the previously mentioned subassemblies, and the actual hard drawn copper contact wire provided by NYMT. They also used the Wire Reel Car and Wire Guide Car.

Pole Line Crew

The pole line crew used the Auger Truck and the Bucket Truck to set approximately three dozen wood poles along about 1/4 mile of trackage. The pole crew was supervised by Neil Bellenger, Charlie Lowe and Scott Gleason, and were assisted by Jim Johnson, Dan Waterstraat, Dick Holbert, Charles Harshbarger, Rand Warner and Scott Gleason's sons, Matt and Brian.

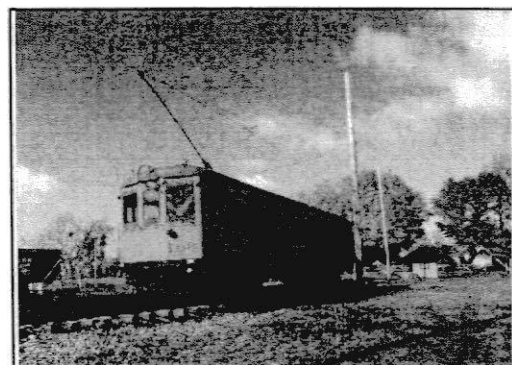
Substation

NRHS obtained donation of a 250 kilowatt diesel generator from MacDonald Electric. Fred Perry provided an 800 amp capacity rectifier, sufficient to run two cars. George Knab, Rand Warner, Dick Holbert, Jim Johnson, Scott Gleason, Neil Bellenger, Art Mummery, and Norm

Shaddick designed, fabricated, assembled and checked out the diesel engine generator, rectifier, switch gear instrumentation and fuel system on a NRHS provided heavy-duty trailer and connected and installed it at NYMT to support trolley operations.

Transitown

The combined NRHS/NYMT Executive
(Continued on Page 6)



And away we go!

(Photos by Chris Hauf)

Victory!

(Continued from Page 5)

Operating Committee provided funds for purchase of the wood poles, rectifier, wire splices, additional rail bonds, lightning arrester, and miscellaneous materials for substation.

These infrastructure funds come from profits from our jointly operated gift shop at the NYMT.

Preliminary Check out

In October 1998, we first operated Car #168 on a tether cord, powered from our substation. This effort was well described in the November 1998 *The Semaphore*.

First Overhead Checkout

On Tuesday evening October 24, 2000, we first operated Car #168 from overhead wire and the substation. As darkness settled in the operation became spectacular, due to sparks from rusty rails and oxidized contact wire. John Redden, Norm Shaddick and Ted Strang provided support to Bob Miner, as motorman, for this exercise, in addition to all our other crews.

Final Checkout and Training

On Saturday morning of October 28th a large crew assembled for checkout and training in car operation over the entire length of our electrified line, including hills and curves. We were very happy to find that Car #168 operated satisfactorily up and down the hills and around the curves, with the pole following the wire path with no problems. Bob Miner and Charles Robinson were our lead people on this activity, supported by all our other crews.

Joint Picnic Operations

At least half a dozen round trips or more were made Saturday afternoon, October 28 for the pleasure of our riders. There were no problems.

We have much to be proud of and thankful for!

Congratulations to The New York Museum of Transportation on their 25th Anniversary.

During those 25 years, they have been actively accumulating historical examples of the various modes of transportation — and effectively displaying it for the general public. They may soon have to expand their space. Our two museums have worked well together and compliment each other.

On the Gradall

by Lynn Heintz

In May, 1944, FWF Corp. of Cleveland built the first Gradall and mounted it on a Linn truck (Linn truck had a conventional front axle and Caterpillar tracks for a rear axle). In 1946, the design was purchased by Warner & Swasey Co. Until September 1996, the Company had built approximately 15,000 excavators, first on International carriers and then Duplex trucks.

In 1972, the now division of Warner Swasey, started to manufacture its own truck carriers. Today it makes three models in 4x2, 4x4, 6x4 and 6x6 drives. The Chapter has a Gradall in its collection Serial #NP38858 in the 6x6 configuration.

We Can Handle it - With Cranes

On Crawlers:

Bay City 65 -- 30 ton
Northwest -- 20 ton
Bucyrus 22B -- 20 ton
Army Lorain -- 20 ton
Bucyrus 15B -- 12.5 ton

On Rubber:

P&H -- 35 ton
Lorain -- 20 ton
Grove -- 12.5 ton
Austin-Western -- 8 ton

On Rail:

Burro Model 30 -- 7 ton
Fairbanks Track Crane -- 2 ton

We Can Handle it - With Trains

Road Switchers:

LV #211 Alco/EMD RS-3m -- 1200 hp
KPRR #9 Alco RS-1 -- 1200 hp

Yard Switchers:

Army #1843 Fairbanks H-12-44 -- 1200 hp
NKP #79 Alco S-4 -- 1000 hp

Industrial Switchers:

KPRR #6 GE 80-ton -- 500 hp
RG&E #1941 GE 45-ton -- 380 hp

TrackMobiles:

Army #1 Whiting 5TM Blue
Army #2 Whiting 5TM Blue

Library Report

Charles Robinson, Chairman

The Chapter Library will be open Monday evening, November 20, between 7:30 and 9:30 PM for your use. Come on out and see our growing collection of rail books, photos and intriguing manuals on how to operate a diesel locomotive. If you would like to make a virtual run as an engineer in the cab of diesel locomotives, here is your chance!

Straightening the library interior and its collection after a summer of exterior work was done with the help of Steve Oagley, Jim Stewart and Bob Miner. The bookcases have been rearranged so that more books can be placed in the proper location on shelves. Jerry Gillette and I are working on putting more photos in archival sleeves plus going through the boxes of donated materials and organizing and properly placing their contents. Dave Luca has obtained the James Glenn collection for the chapter and Jim Stewart is inventorying it and identifying the various items for proper credit. We still have more boxes of donations to process. Bob Achilles has been identifying the unusually good collection of Canadian National steam locomotives. Bob Miner has organized the collection of railroad employee manuals so that they can be readily recognized and used. These still need to be cataloged. Gale Smith has nearly completed second copies of the Lloyd Klos scrapbooks that can be more easily used for historical research. As always, he is enrolling more books into the computer files and then adding them to our shelves.

As far as the exterior is concerned, the tarps have now been hung on the East side of the building to prevent any further water penetration there until that siding is replaced next spring. A tarp has also been fastened over the leaking cupola and the flashing on the West side has been bent down to prevent rain from getting behind the siding. Other than taking care of the water trapped on the cupola tarp, the building is ready for the winter. The heat does work and the library will be comfortable this winter.

Come see us!

**Editor's Corner**

I wish to express my appreciation to Chris Hauf who has been furnishing high resolution digital images for recent *The Semaphores*. He supplies them in a compressed form (.JPEG), while the present publishing program prefers .TIF files — so there is a conversion step involved, which expands the file size. Time to update — just what software publishers want!

Lyons may regain passenger service

The last regular passenger train service to the Lyons area was about 40 years ago, and soon after the passenger station was demolished.

For about ten years, officials have been trying to get Amtrak to establish a stop there. Both Conrail and CSX have not been in favor because of safety issues, since passengers would have to cross an active siding track.

Recently State Senator Michael Nozzolino, of Seneca County, announced that the state will provide \$1 million to build an Amtrak station. In 1989, an Amtrak study estimated that a Lyons stop would be used by about ten passengers per day. Presently the 85 miles distance between Syracuse and Rochester has no station stop and is the longest section between New York City and Buffalo without one. [Ref: *Democrat and Chronicle*, October 24, Pg 3B]

Edgerton Park Model Railroad to celebrate 50 years on Sun. Nov. 12

The Edgerton Park Model Railroad has been in existence for 50 years and will celebrate the event with a train show on Sunday, November 12. The hours are 10 to 3 and is at the Edgerton Community Center, 41 Backus St. Admission is \$3; \$1 per child, or maximum of \$8 per family.

Chapter OL crew to be present.

The Chapter's Operation Lifesaver crew will have a display at this event. Like last year, a TV/VCR will be set up with chairs available for attendees to relax and view the OL message. Dave Hulings invites Chapter members to participate. You may get on the TV news as the media is invited!

Matching Fund Drive to aid Adirondack Scenic Railroad

The Adirondack Railroad Preservation Society (ARPS) is recruiting new members to take advantage of the new Terry Brune Matching Funds Program. Any member of ARPS can contribute up to \$10,000 and it will be equally matched.

Information is available from Doug Masters at 315-369-6022; Utica Union Station at 315-724-0700, or Thendara Station at 315-369-6290. [Tower Topics, Nov 2000]

RailCamp 2001

Two sessions of the Basic RailCamp 2001 will be held at Steamtown, Scranton, PA on July 22-28 and August 12-18.

This is a joint program between NRHS and the National Park Service and is open to young adults entering 9th grade in September 2001 to having completed 12th grade in June 2001. Each session is limited to 24 participants and tuition is \$50 which includes lodging and meals at the University of Scranton and instruction from Park Service personnel.

A brochure will be available in December by writing to RailCamp 2001, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547.

One of our Young Railfans has attended in the past. Will we have any interested for this year? [Tower Topics, Nov. 2000]

Chapter's OL support

Dave Hulings, who presented an Operation Lifesaver program at our October meeting, was appreciative of its reception, noting that the innkeeper had to ask people to leave.

The Chapter will contribute to Operation Lifesaver support by purchasing a TV/VCR setup, a banner imprinted with the OL logo and the Chapter logo and a self-inking stamp to imprint the Chapter's address and/or phone number of all the literature that is given out.

Dave advances to Level 3 – and expanded OL responsibilities

Dave will be attending Level 3 training in Alexandria, VA during the week of November 13. He and Ed Sheehy will then be the coordinators for National Region I, which takes in all the territory from Maine to New York, including the provinces of Ontario and Quebec in Canada. Congratulations, Dave!

He plans on having a Level 1 local training session in February or March.

NYC coach 4979 sold to OCR

The Utica and Mohawk Valley Chapter of the NRHS sold the New York Central 4979 to the Ohio Central Railroad in August. Recently, OCR was at the Griffiss Business & Technology Park, Rome for several days preparing the car for its trip to Ohio. [Tower Topics, Nov. 2000]

Missing Grand Central Terminal fixtures found on Internet site.

As you probably know, several of the cast iron eagles that adorned the Terminal have been found and rescued.

In October, the Associated Press reported another find — really a theft. Frank J. Prial, Jr. an architect who worked on the renovation of Grand Central Terminal, was looking for postcards and photos when he spotted two light fixtures from the building, up for sale on an Internet auction site.

Prial's discovery led to the arrest on Oct. 5 of an electrical contractor from Chester, NY and the recovery of more than \$100,000 worth of artifacts.

On September 28, Mr. Prial noticed two bronze fixtures featuring an acorn and oak leaf design being offered for an opening bid of one dollar. He notified the Metropolitan Transportation Authority, which investigated the eBay listing: 'Original N.Y. Grand Central Station Ceiling Lamp'.

On the 29th, MTA police found the two pieces on consignment at an antiques store in Cornwall-on-Hudson, NY. The dealer named the consignee; the MTA executed a search warrant at the alleged thief's home where they also found a track indicator and a chandelier that once hung outside the terminal's famed Oyster Bar. The investigation continues. Where possible the original pieces will be reinstalled. [Tower Topics, Nov. 2000]

Rome Depot Rehab may start this month

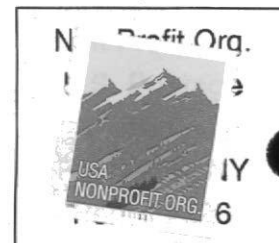
Work on restoring and improving the 87-year-old Rome RR depot is expected to start in November. \$2.5 million is needed to begin the project, and the City of Rome has budgeted \$1.8 million for it. The city purchased the station for \$10 in 1988 after Amtrak was unwilling to make any improvements, with the understanding that Amtrak would continue service.

Planned improvements include waterproofing the subway tunnel, replace the passenger island platform between the tracks, a new elevator shaft by the tracks, a new entrance and a new security system. [Tower Topics, Nov. 2000]

May Your Thanksgiving with Family and Friends be a Most Enjoyable One!

The Chapter has a lot to be Thankful for this year!

Rochester Chapter National Railway Historical Society
The Semaphore
P.O. Box 23326
Rochester, NY 14692-3326



Happy Thanksgiving!

Chapter Meeting & Program:
Railroads Around Phelps
by Sheldon King
November 16, 2000
40 & 8 Club
933 Universtiy Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Chris Hauf

Vice President: Steve Oagley

Treasurer: Dave Luca

Recording Secretary: Jeremy Tuke

Correspondence Sec.: Tom Forsyth

National Director: Bob Miner

Trustees: Charles Harshbarger, Dale Hartnett, Art Mummery, Joe Scanlon, John Stewart and John Weber.

The Semaphore Staff:

Editor: Gale Smith

Printing: Bob Miner/Gale Smith

Mailing: Dan Cosgrove

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 you write your name and date in a slab. [Don Shilling]

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