



The Semaphore

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

October 2001
Volume 44, No. 2

Program for Oct. 18:

Metro NY and Hudson Valley

by Otto Vondrak

The October Program will be a slide presentation on operations around Metro New York and the Hudson Valley. Otto will show current and vintage material.

Program Committee

John Stewart (Chairman) 387-9185
Bill Limburg 586-9470
Dan Cosgrove 352-6931

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

Library Hours

7:30 to 9:30 PM

Monday, Oct. 22

Library Phone: 872-4641

Fall Foliage Tickets Sales Helpers Needed

We need people to help with:

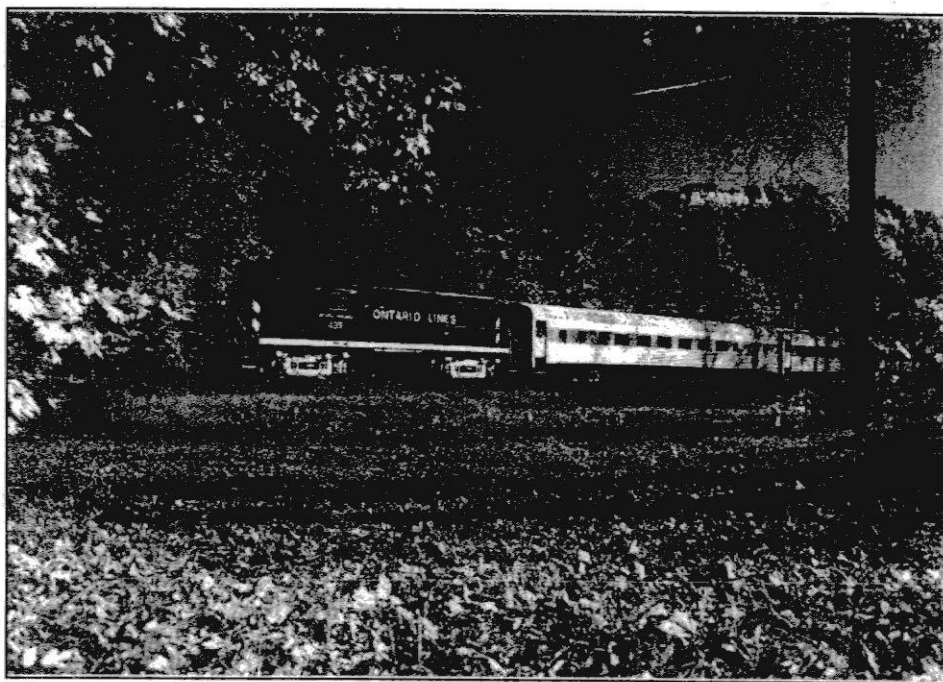
- Phone orders *
- Ticket sales at the train
- Processing mailed-in orders
- Record keeping.

Please contact Janet Dittmer at 716-288-0318, or e-mail at "daveluca@frontier-net.net", if you can help. Tutoring on an individual basis is available.

* Phone orders can be taken in the comfort of your home; we use "call-forwarding" feature that you can dial at your own phone. The "Order Line" should be attended from 3 to 8 Mondays through Fridays. However, the time can be split in several parts, such as 3-5 and 5-8 so even if you work during the day, you can help afterwards.

Your help is needed if we are to reach the goals of past years: **Sold Out Trips!**

We're Off and Running!!!



Duncan Richards recorded this view of the Chapter's Fall Foliage Excursion. Note the "streak" (enhanced) in the upper right; it's a jet plane, but as Duncan states on this postcard view, the train passengers get to enjoy a much better view from 'see level'. Unfortunately, this photo could not be reproduced in the magnificent fall colors; but it is available at our Store and on the Train.

Expanded Fall Foliage Trip Schedule Expanded

This year, 14 trips were scheduled for the seven days. However, the first two on September 16 were cancelled because of the September 11 Tragedy.

New this year is the trips on the last Sunday of October, which are being billed as **Halloween Specials** where riders are being asked to come in costume and be eligible for prizes. Normally we do not run on this Sunday as this is when Day Light Savings Time ends and the last trip of the day would return at almost dusk.

"FF" Train Cleaners Wanted!

The Excursion Train Set is cleaned and prepared for the each scheduled trip day. This cleaning is scheduled for Tuesdays, Oct. 9, 16 and 23 during the day. Steve Huse will open the train set around 9 AM and "water" the train, connect the electric system to an exterior source. Gale Smith has been "delegated" to find helpers to wipe down the seats, vacuum and mop the floors and wipe the fingerprints from the windows.

There are five cars to do. Steve has to go to work at 3 PM. Gale (your Editor) doesn't like the idea of working alone, nor having to do all five cars. So the more members who can help on this job, the quicker it can be done. For the past ten years, Bob Miner has diligently entertained this task. This year, Bob promised Marie, who as diligently handled ticket orders and answered the phone for weeks, an October trip (rather than the usual November one) which they now are on.

If you can assist, please call Gale at 544-6221, or e-mail <gale299@frontiernet.net>. He (I) would appreciate your help!

Depot Tour Guides

Here is the September and October Schedule for Tour Guides at the Depot. The hours are 11:30 AM to 5:00 PM.

Oct. 14:

Chris Kingsley
Joe Werner

Oct. 21:

DeWain Feller
Tom Rohatsch

Oct. 28:

Dale Hartnett
Harold Russell

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

The October 28th date is the last one for this season. Thanks to all the Depot Guides! Your presence is/was valuable in presenting local railroad history and what the Chapter is doing to preserve and document it.

Pine Falls has 'Guests'

Recently, your Editor was a Depot tour guide and as such opened the various displays. On unlocking and entering the *Pine Falls*, I passed Rooms "A" & "B", and was startled to find a "man" standing by the sink in his pajamas, AND his "lady" friend still in bed!

It then became apparent that Otto Vondrak and his crew found the mannequins that have been stored for years in the "off-limits" suite "C" and "D" of the car, and even found appropriate dress wear!

2002 Dues Notices

Information from the National Office concerning the 2002 Dues should be arriving soon. At this time, we do know that the National dues have increased by \$3 for an individual.

Subscription Price Increased

For those who subscribe to *The Semaphore*, the yearly rate has been increased to \$8.00. Increased postage and printing costs makes this necessary. Depending on how one accounts for costs, this increase may still not cover the cost of the subscription.

Contributors to this issue

Rand Warner (most articles); Don Shilling; Janet Dittmer, Tom Way, Charles Robinson, Mike Dow, Brendan Delay, Dave Hulings, Extracts from *Democrat & Chronicle*, *Van Wert Times Bulletin* newspapers, and other sources that came across the desk.

Operation Lifesaver Needs Your Help!

The Chapter is an active sponsor of the Operation Lifesaver program. We are always looking for folks who are interested in helping to spread the program's safety messages about preventing injuries and deaths at highway-rail grade crossings and along railroad property. And you don't need to be a public speaker in order to help out! Many people do become certified OL presenters, who then speak to school groups, service organizations, and other public audiences. But, if you'd rather not speak in front of a group, there are many administrative and other tasks where your time and talents can be put to good use as an OL Associate. Many of the Chapter's OL displays at the depot complex and on board the excursion train need to be updated, for example.

To become a part of the Chapter OL team, you need to enroll in an 8 hour training course. If you want to become a presenter, you'll be required to give two practice speeches during the course, and then give a supervised public presentation within 3 months of completing the course. (It's not as bad as it sounds! Much of the course is geared toward helping you become comfortable with speaking in front of groups.) Presenter training courses are generally held twice each year in the Rochester-Buffalo area; one is tentatively scheduled for early November in Rochester.

If you are interested, please contact Dave Hulings or any other members of the Chapter OL team. Operation Lifesaver is a major portion of the Chapter's public outreach program, and it's fun and rewarding too.

Dave's phone is 716-265-4525 and e-mail is: <nysoldsh@frontiernet.net>.

Invited/Extend an Invitation

Our new members are most welcome to participate in the Chapter's MANY activities. One of them, at this time of year, is to assist in the Fall Foliage Train operations. On the trip itself, you get to ride the train, interact with our guests and converse with fellow Chapter members.

Superintendents of our various operations should look over the indicated interest and invite our new members to participate in an activity.

Any corrections?

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to P.O. Box 23326, Rochester, NY, 14692-3326. Please no phone messages. Changes and omissions will appear in the November issue.

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

The following individuals have applied for Chapter membership and will be voted in at the October meeting.

Welcome:

Charles T. Marks

328 Lawton Rd, Hilton, NY 14468
637-4271; cmarks@frontiernet.net
Interests: Rolling stock restoration; Museum operations; Track car driver.

Jesse Marks

Same address, phone and e-mail.
Interests: Rolling stock restoration; Trips; Museum operations; Track car driver.

Anthony D. Schalk

246 Dean Rd., Spencerport, NY 14559
352-1221
Interests: Trips; Library; Museum tour guide; Publications; Historical research; Museum operations; Track car driver.

Erick K. Zeise and Ellen Henry

7 Creekwood Lane, Pittsford, NY 14534
248-3970
Interests: Trips; Library; Publications; Historical research; Museum operations; Track car driver.

Left out of the roster were:

Robert McKinney

198 Parkview Dr., Rochester, NY 14625
482-3588; rmckinne@netacc.net

Brendan Delay

23144 Kingsbrooke Lane, Westlake, OH
44145

Address changes:

Michael C. Smith

52 Holley St., Apt. 2, Brockport, NY 14420

Jeff Kitze

SHCC #183656
14545 Old Belfield Rd.
Capron, VA 23829-2801

Add these e-mail addresses to your roster

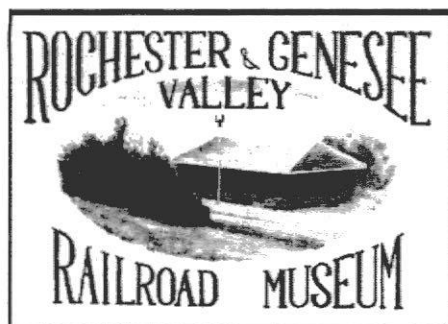
Carlos Mercado: cmercado@Rochester.RR.com

Norm Shaddick: rshaddil@Rochester.RR.com

Steve Huse: shusel@msn.com

Beth Krueger: yardengine1919@hotmail.com

Editor's note: The printout that I received does not distinguish between "l" and "I".



Rand Warner, Director, 425-8587

Neil Bellenger steps down

Neil has been an active leader in R&GVRM for many years, starting with "Wiring, Welding and Winching" back in the 1980s and progressing to Superintendent of Communications, Signals and Power in the 1990s.

Now he would like to step down from the leadership roles and be a supporting volunteer. He is currently involved on the RG&E #1941 diesel locomotive restoration and rehab team.

Neil's former responsibilities are reassigned as follows:

Supt. of C.S.&P

To be announced

Foreman Ford Auger truck

Transferred to Dan Waterstraat

Foreman Line Car #01

Transferred to Rand Warner

We thank Neil for his many years of active leadership during which the Chapter, R&GVRM and NYMT have benefitted greatly from his service as those organizations have grown greatly in their needs.

Pine Falls Lounge spruced up

Otto Vondrak, Ryan Kane and Sam Swisher spent a busy day scrubbing and washing the walls with Spic-and-Span, vacuuming the carpet and did an outstanding job cleaning the upholstery in the lounge area.

They left a note for the rest of us to follow: To respect the "queen", which I think means don't enter with muddy shoes nor sit on the seats with greasy clothes!

The cooks are busy flipping burgers, hot dogs and sausages at the Annual Picnic. From left: Otto Vondrak, Randy Bogucki, Rick Israelson and Darren Vaughn.

Norm Shaddick photo

Annual Picnic

Saturday, September 8 dawned sunny and hot, and we all had a great day for the picnic.

Over 80, and possibly as many as 100, people attended; it is always hard to count because there are so many people scattered in so many interesting places, and on the trains, all over the complex.

This year we featured three locomotives and two cabooses: NKP #79, EKC #9 and LVRR #211; and our freshly painted PC caboose in bright green and our bright red Erie caboose. Train operations were greatly enjoyed.

Reservations and tickets were handled by John and Jane Weber, Rand and Marge Warner and Steve Oagley.

Set up and cooking was by Rick Israelson, John Stewart, Rand Warner, Darren Vaughn, Randy Bogucki, Larry Baker, Otto Vondrak, Sam Swisher, Tom Stewart and Dick Bean & Co.

Elaine Redden, Marge Warner and Rand picked up food. Steve Huse brought drinks and ice – we needed a lot that day.

Mike Dow and crew had the signals all working for our enjoyment.

John Redden, Chris Hauf, Dick Holbert, Norm Shaddick, Rick Israelson, Eugene Redden and several others took turns on the train operations.

Thanks to all those who pitched in on the clean up at the end of the day – that's always the hardest part.

We cleared \$60 on the event – to be turned in to the STEAM FUND.

Depot Anniversary

Just so we don't forget – the year 2001 is the 30th Anniversary of our formal acquisition of the Industry depot from the Erie-Lackawanna Railroad.

Although we started working on the Depot in Fall of 1969, it took two years to complete the formal paperwork for this \$1.00 transaction, so we could actually own the building.

So you see, we really did start out with a "Dollar And A Dream". That \$1 startup has now grown into a Museum Complex that would probably cost a million dollars to replace today.

Some of the folks involved with the original site selection are still around today, including Dick Barrett, Peter Gores, George Bauerschmidt, Rand Warner and Greg Sullivan. There may be others. Some are gone, such as Henry Pape and others.

We thank you all for your vision, persistence and perseverance to get something started that has grown beyond our wildest dreams.

NOTICE

Please **DO NOT** bring out odd lots of paint – unless it is dedicated to a particular project.

It is a storage problem, a space problem, of no use, and a further disposal problem.

Thank you

Charles Harshbarger



National Antique Construction Equipment Show

Thanks to our construction gang of Joe Scanlon, Art Mummery, Tom Tucker, Scott Gleason, Dan Waterstraat, and others, we were ready for the big National Antique & Historical Construction Equipment Show at Canandaigua the weekend of August 11.

Our freshly painted, relocated and displayed equipment included the Rome Grader, Cat 15 crawler, Cat D-8 crawler, Bay City 20 backhoe, and several buckets, etc. — all out front along side the parking lot.

Behind our fence gate on the west side of LA&L RR, we had a number of heavy equipment pieces relocated and spaced out for inspection including cranes, backhoes, shovels, etc.

Visitors to our Museum site coming from the Canandaigua show expressed much amazement at the breadth and depth of our collection, and the active uses to which we put most of our antique construction equipment.

The Chapter also operated a booth at the Canandaigua show, featuring our literature and equipment photos.

A good job by our construction folks that will pay off in many different kinds of future dividends. Thanks to all!

Trackwork

Acting Supt. Rand Warner

Our main line track has been inspected end-to-end twice by Rand Warner in August and September to check for gauge, elevation and other defects.

Gauge rods have been installed at NYMT and R&GVRM ends by Rand Warner and Norm Shaddick to strengthen weak areas in curves.

Randy Bogucki, Mark Pappalardo, John Redden and Norm Shaddick have been installing new ties to strengthen weak areas permanently.

Our seven assigned section foremen are aware of any concerns in their respective track areas.

We are all working together to rectify indicated concerns, starting with highest priorities first.

Our goal is to get all track up to Class 2 quality; not for speed of freight or passenger trains, but for reliability and safety of track car operations. Track cars require tighter tolerances on track than locomotives or rolling stock.

Rip-rap was dumped on the west face of our hill block north of the old washout area — thanks to John Redden, Jeremy Tuke & Co.

First Annual Bike Ride

The first Annual Rochester Chapter Bicycle Trip was held on Friday, September 28 hosted by Rand Warner.

Rand, George Bauerschmidt and Randy Bogucki toured the former Pennsylvania Railroad roadbed from Industry to Mt. Morris. We had a great trip!

The weather was bad but the trail was mostly good. We stopped near Avon for coffee and donuts, had lunch at the Yard of Ale in downtown Piffard, and finished up with dessert in Mt. Morris.

Rand had stashed his trusty Chevy Suburban and a U-Haul trailer in Mt. Morris, so we could go further and see more one-way vs. round trip.

Along the way we saw, both railroad and canal artifacts, lots of wildlife and a crawler dragline. Fall foliage was spectacular.

We passed the LVRR, NYC Peanut, G&W, Erie and DL&W diamonds and interchanges. On side trips we viewed the large pit at Avon, the Station 42 Restaurant at Fowlerville, and the two Union Station sites at Mt. Morris. Total bike mileage was 30 miles.

About 10 people expressed interest, but due to job conflicts, injuries, etc., we fielded a smaller crowd. This year we went on Friday to avoid conflicts with critical work on the Excursion Trainset and Museum.

Next year we'll plan on a Saturday trip and maybe we can turn out a dozen riders!

'Railroad Park' proposed in Mendon

The Mendon Foundation is developing a 15-mile stretch of the Lehigh Valley Trail. Now it plans to build a \$1.5 million railroad-themed park near Routes 251 and 64 in the village.

Included in the plans are a multi-use pavilion, a museum featuring Mendon's history and various forms of transportation, four picnic shelters, a children's play area, a winter ice skating rink, a short-term livery stable and a replica of the former Mendon station. The plans includes a LV steam engine at the Route 64 park entrance and a caboose at the Route 251 entrance.

The trail, which the Foundation plans to upgrade next year, is the roadbed of the former Lehigh Valley Railroad, which ran from Buffalo to Jersey City, NJ. The tracks were removed in 1976. The roadbeds were subsequently purchased by Monroe County.

[*Democrat & Chronicle*, Oct. 5, 2001, pg. 3B]

Drainage

Drainage is a critical prerequisite to the success of all our construction projects — for roads, tracks, building sites, excavated areas and filled areas.

This Fall season always brings rain and shows us our weak spots in drainage capability.

We have a MASTER DRAINAGE PLAN and we must keep making progress on this VERY important effort — so that we don't have erosion and washout problems.

In general, we need to protect all of our west facing slopes so they do not see water spillover. This requires carrying the water north and south to proper crossover culverts to get the water under (thru culverts) our tracks and roads, and LA&L RR tracks.

We have installed some rip-rap and we have more on hand to be installed, using heavy equipment and M.O.W. equipment.

We have installed some culverts and drains and we have more on hand to be installed under tracks, under roads, and around our buildings.

Joe Scanlon, Art Mummery, Dave Luca and Tom McTighe are providing direction on this critical activity. Please support this effort.

Genesee & Wyoming expands its network

The Genesee & Wyoming has agreed to purchase 52 miles of rail track from Bethlehem Steel Corp. in the Buffalo area, known as the South Buffalo Railway.

The South Buffalo Railway connects with GWT's 700-mile Buffalo & Pittsburgh Railroad, a part of the company's New York & Pennsylvania division based in Towers Airport Business Park in Chili.

The added division, with 84 employees will increase GWT's staff to 314.

The SBR's principal customer is Ford Motor Co.'s Buffalo Stamping Plant. Potential added freight is coal, salt and stone through the Port of Buffalo.

The Genesee & Wyoming started as a 14-mile railroad in Livingston County. It is now headquartered in Greenwich, Conn. [*Democrat & Chronicle*]

Early Gift Shopping?

Check with the Chapter's Store at the meetings, or the NYMT Gift Shop. Don't have the book or video you want? Ask Don Wawrzyniak to order it. Also, Chris Hauf has T-shirts and sweatshirts, and shortly caps, for consideration.

Passenger Equipment

Supt. Bob Miner

Pine Falls Sleeper Lounge

Otto Vondrak, Ryan Kane and Sam Swisher are working on the interior. [See related stories on Pages 2 & 3.]

Erie Stillwell Coach

Chuck Whalen and Bernie Cubitt are ready to make a trial installation of the new seats from Pittsburgh.

DL&W Baggage Car

This car has been open all season to show off the new timetable displays and typical baggage car contents to Sunday visitors, week day tour groups and for all our Special Events.

B&O Baggage Car

Charles Harshbarger and Jim Johnson never stop working to keep this car active, equipped and supplied, as our Museum Tool Car.

Pennsy RPO Car

Chris Hauf is entertaining suggestions for near term and long term use(s) of this car – such as display car, work shop car, storage car, support car, active car, etc.

E-L MU Power Car

Norm Shaddick, Dave Luca, Bob Miner and others have kept this car open, clean, and ready for our many visitors this busy season.

Electric Equipment

Rand Warner, Coordinator

Rochester Subway Car #60

Cliff Rogers, Dave Rogers, Dave Dowden and Rand Warner have been working on the rear platform and rear vestibule areas; removing and documenting deteriorated structural members and sheet metal so that new replicas can be installed. Next will be to rehab/replicate the rear platform assembly, which was separate from the car when the car arrived at our Museum.

Rochester Lockport & Buffalo #206

Bernie Cubitt, Chuck Whalen, Dee Mowers and others are working in several areas on this historic wood interurban car. New bolsters are in fabrication with help from Art Mummery. Bernie has made a wooden pattern to check for proper fit to both the car and the trucks. Bernie, Bill Chapin, Dick Bean, Jim Johnson and Dee have measured and removed shims from the bolsters on the new trucks from Pittsburgh to validate height. Bernie and Chuck Lowe worked on interior and exterior. We are getting additional offers of help to replace or replicate missing items of hardware. Stay tuned ...

Steam Equipment

John Redden, Facilitator

Vulcan 0-4-0T #12

John Redden, Ron Amberger and Kevin Klees have the locomotive stripped and ready to move into the Restoration Building for lagging removal. Areas in the building have been and are being cleared for the contractor to work inside a wood frame cocoon that we will erect using trusses already fabricated by the Navy Seabees. The PRR and BR&P cabooses, and possibly Trolley #60, will be pushed north, outside the building on new Track #7 extension. They will be tarped during this temporary effort.

Heisler 0-4-4F Fireless #1

Ron Amberger, Kevin Klees and Rand Warner have picked up a vertical steam boiler, donated by R.I.T. for charging the locomotive. Ron calculates the boiler should do the job over night in about eight hours or so. The boiler is in very good condition. We intend to fit it up with a burner to use oil for fuel. The locomotive is ready to be relocated from Track #6, outside the Restoration Building, to Track #7, inside the building, for lagging removal. Jim Deane will direct the relocation effort.

M.O.W. Equipment

Burro Crane

Dick Bean and Dan Waterstraat have extricated the Burro crane boom so that it can be painted prior to installation. Dick and Bernie Cubitt are working on the preparation, priming and painting.

Jackson Tamper

The tamper was moved down to the south end of Track #6 extension, by the train crew, so that it could be used to tamp ballast newly installed on that extension.

Tie Extractor

Rick Israelson and John Redden have this unit ready for service. The starter is operational and the unit is in active checkout for the removal activities on the line.

Motor Car TC-4

Mike Dow got the starter rebuilt and the track car is back in service. Now we need some brake adjustments.

Ford Hi-Rail Boom/Dump Truck

We need to get this unit on the tracks again, to place ballast at the thin spots indicated on the northern half of our main line.

Al Pastorell puts on the final coat

As reported in the September issue, Al Pastorell designed, constructed and finished a new concession counter for the Excursion Trainset. The lack of space prevented a photo of Al putting on the final overcoat to the counter. So here it is ...

PS: Reports back is that the workers really like this new counter compared to former one of years past.



Gale Smith photo

Railroad Photographic Clinic

For their 2001 Fall Meet, the Lakeshores Division of the Niagara Frontier Region, National Model Railroad Association is holding a two-hour photography clinic covering model railroad and prototype photography.

Chapter member, Harold Russell, MMR (Master Model Railroader) is the presenter.

The location is the Canadaigua Fire House, 335 S. Main St. (at Phelps St.), Canadaigua, NY

The date is Saturday, November 3 with Registration at 8:30-9:00 AM. There will be layout tours in the afternoon.

Admission is \$3.00 for members and \$4.00 for non-members.

Interested in Signal and Electrical work?

We are looking for people to assist in and learn electrical and/or signal & communication work. We cover electric work in all departments, so there is a variety of work to do.

We will help train any that are interested. Mike Dow can be contacted at 716-798-2484 or via e-mail at <mdow@rochester.rr.com>.

Thanks to ...

Palmer Lindblom for bench-top horizontal mill, and parts from PRR signals.

Charles Robinson and Library for donation of excess issues of *Locomotive & Railway Preservation* for Volunteer Library at Museum.

Harbec Plastics for donation of 42 new red safety cones to be split with R&GVRM and NYMT for use on our special events and construction projects. Ron Amberger made the arrangements.

Robert Guyette for donation of a large collection of slides, photographs, negatives and other railroad related items.

Wanted

- ☐ Railroad Safety Equipment
- ☐ Rail skates
- ☐ Wheel chocks
- ☐ Locomotive chains.

For Sale: Large piston rings for K-1/A-1 emergency valves. Packages of 10 only at \$85.00 US including mail delivery for ARM members, \$95.00 US if not an ARM member. Ontario Electric Railway Historical Assoc. P.O. Box 578, Milton, Ont, L9T 5A2; 519-856-9802.

The following letter was sent by Mr. Brendan Delay, Attorney-at-Law, 1250 Linda Street, Suite 302, Rocky River, Ohio 44116 and dated August 16, 2001.

"I am a member of the Rochester Chapter. I attended the University of Rochester for my undergraduate education and grew up in Syracuse. My legal practice in part concerns helping small railroads and owners of abandoned railroad property, which involves saving railroads heading for the scrapper and saving interchanges and lead track that larger railroads want to scrap out. The membership and readers of *The Semaphore* may be interested to read of my successful efforts to save the Youngstown and Southern Railroad, a 36 mile line of railroad from Youngstown, Ohio south to Darlington, Pennsylvania. Here is my story."

Youngstown and Southern Railroad saved from Scrappers and Real Estate Developers; Ships First Freight after Five Years.

The previous owners of the Youngstown and Southern Railroad were politicians and real estate developers who bought the property from the bankruptcy estate of the Pittsburgh and Lake Erie. They proclaimed at first they wanted to run a railroad, but in short order embargoed the line.

The Surface Transportation Board later found they had no aspiration of running a railroad, and that they had entered into a security agreement with a scrapper who was going to tear up the railroad.

My client, the Columbiana County Port Authority, stepped in during 1999 to place an Offer of Financial Assistance with the United States Surface Transportation Board to buy the line at value set by the Board. This was resisted by the previous owners, but after two and one half years of legal skirmishing, with the aid of our expert counsel in Washington, Keith O'Brien, we were able to force the previous owners to turn over the property, although they kept most of the existing wire and pipe revenues. In the end, these scrappers tried to deed over to themselves the railroad stations on the line and future fiber optic revenues and rights.

I noticed these fraudulent transfers in the County Recorder's office, and had them voided by the order of the United States Surface Transportation Board. The appeal of these cases are now being heard in the Sixth Circuit Court of Appeals in Cincinnati, Ohio, to be decided late this year.

The line has a new operator from Arkansas, which has shipped its first freight last month (July), with 40% of the line re-opened, and the rest to be re-opened when road cuts are restored. New traffic has been signed up, and old traffic restored. This railroad needed a lot more marketing to keep it viable.

This struggle shows that railroads can and should be saved, even when determined opponents want to tear them up. In Upstate New York, if you observe a railroad in trouble, let me know, and I will try to get it the help it needs to be viable. The Rochester Chapter has saved its station and some trackage, and so understands that the struggle is worthwhile, and can be rewarding.

Very truly yours, Brendan Delay

NKP Talk at NF Chapter

John Slater, who has held several directorships in the Nickel Plate Historical & Technical Society, will discuss how the Nickel Plate Railroad influenced railroad operations and economies around Buffalo.

The date and time are Friday, October 12 at 8:00 PM. The location is the Phillip Sheridan Building on Elmwood Ave. in Tonawanda, just north of Sheridan Drive. If you are coming from out of town, take I-90 Thruway to I-290 Youngman toward Niagara Falls, exit at Elmwood Avenue-South. The building is on the right (west) side and looks like an old school (it once was). Use the rear entrance.

This is a program of the Niagara Frontier Chapter of NRHS; admission is free.

Another Fall Foliage Train Ride

The Lyons Elks Lodge will sponsor a train ride on October 13, and possibly the 14th, in cooperation with the FingerLakes Railway. Train times are 9:00, 11:00 AM and 1:00 PM on Saturday and 11:00 AM and 1:00 PM on Sunday IF the Saturday trips are sold out.

Departure and return location is behind the Public Safety Building in downtown Geneva. It will travel easterly toward the nearby Town of Cayuga on a 1.5 hour ride.

Two of the four 1954 main line CN coaches that the railway purchased will be used. It has been 42 years since a passenger train has traveled over this NYC-Auburn section.

Fare is \$12. Contact: Rick Wunder in Lyons at 315-946-4844.

Library Report

by Charles Robinson, Chairman

The library will be opened for general use 7:30-9:30 PM Monday evening October 22. *Come on out.*

Jerry Gillette has completed a listing of our periodical holdings including the different issues that the library contains. A powerful tool for those doing research on railroads. It was duplicated and is available at the library for those that wish to use it.

We have received additional donations to the library, the most notable the extensive Charles Belt 35-mm rail slide collection. Random sampling of the slides shows that they are of good quality. They include diesel as well as steam views. Many of the slides are already mounted in Carousel trays. With proper identification of the various lines this collection could be an important source of some interesting programs. We do need some one to take an interest in this collection in organizing and indexing it. [See another story on this page.]

Norman Shaddick donated four more books to our collection including one on Erie power. The chapter collection is growing into a useful source of rail history.

The really big accomplishment this summer is completing the residing of the east side of the library. During August and part of September Bill Limburg, Jerry Gillette and Bob Miner succeeded in completing the insulation and in putting up the new east siding. Truly a hard working team.

More recently Bill, Jerry and I have applied the primer coating and started to the build the framework for the necessary skirting. Completing this skirting is crucial to prevent the water pipes from freezing this winter and the heating bills for the library from becoming overpowering. Without the skirting, the cold winds will blow unimpeded underneath the building. With winter coming soon there is a real concern that the work cannot be completed in time. Those that have contributed so much this summer are now departing on well deserved trips. Fortunately others have stepped forward to help and perhaps they can save us from these threatened winter problems.

The library is not only a organized depository of our books, photographs and periodicals, it also serves as a meeting place for other chapter activities, print shop for *The Semaphore* and the center for soliciting purchases of the important Fall Foliage train rides. To lose the use of this building during the winter would cause difficulties to other chapter functions as well as to the storage and use of our collections.

Tom Way forms "Frostbite Productions"

Newly formed Frostbite Productions introduces a variety of railroad theme calendars for 2002. This company, formed by fellow chapter member Tom Way, produces a number of different calendars based on his own photography. These calendars include Amtrak, CSX, Norfolk Southern and SEPTA themes. To date, ten calendars are available.

West-Central Pennsylvania & The Horseshoe Curve. NS and Amtrak: Tyrone to Cresson

Amtrak by the Numbers. Numerical look at Amtrak in the middle Atlantic states.

Amtrak across the Empire State. Amtrak from Hudson to Buffalo, NY.

Water Level Route - CSX Era. Freight action from Utica to Buffalo, NY

CSX Era on the Baltimore & Ohio Mainline. CSX and Amtrak: Meyersdale, PA to Harpers Ferry, WV

SEPTA—The Red Arrow Division Today. Trolley & traction action around suburban Philadelphia.

SEPTA—The Commuter District. Commuter action on former Pennsy and Reading lines.

Rails of Monroe County on the CSX. CSX & Amtrak action in Monroe County, NY

Norfolk Southern Potpourri. NS action on lines in New York, Pennsylvania and Ohio

CSX Potpourri. CSX action on lines in NY, PA, MD as well as WV.

The calendars sell for \$13, including sales tax. They will be available at a variety of train shows between now and early February 2002. Orders can be directed to Tom at Frostbite Productions, 556 Hurstbourne Rd., Rochester, NY 14609. His phone is 482-5787; e-mail: <tmaway@frontiernet.net>.

Ohio Senator cosponsors RR safety legislation

Ohio U.S. Senator, George Voinovich is a cosponsor of legislation to provide grants to relocate busy rail lines from within downtown areas. The grants could be applied for relocation, tunnels, underpasses or overpasses. The bill would authorize \$250 million for FY2001 and \$500 million for FYs 2002-2006. It has received support from various non-federal governments and rail related organizations. [Van Wert Times Bulletin, Oct. 1, 2001, pg 3A]

Extensive Slide/photo collection donated.

Mr. Robert Guyette donated huge collection of railroad theme material consisting of approximately;

75 Carousel trays, with about 40% filled with slides.

100 boxes of slides

300 photographs

200 negatives

12 calendars

6 scrapbooks

4 books.

A quick scan of the material shows multiple exposures of steam and diesel trains and engines.

As happens with a lot of collections, they are not identified. Maybe we could have a program where we view these slides hoping our members can identify the time, occasion and place they were taken.

A Mr. Charles Belt was the principal, and most likely only, photographer of this collection. He was a resident of Rochester, at least at one time. So far, queries among our members have not produced background information about Mr. Belt on this obviously enthusiastic railfan.

Mary Hamilton-Dann presented talk

Chapter member, Mary Hamilton-Dann recently presented "Route of the Black Diamond" at the Fairport Public Library as part of the Library's mid-day travelogue series.

Don Shilling has new book out

"Images of America: Rochester's Downtown" is the most recent book by Chapter member Donovan Shilling. Several years ago, Don published another book in this series on the area's amusement parks.

"Rochester's Downtown" is filled with many interesting photographs (ca 100) with captions of 1865 to 1985 era. The tour starts on the west end of Main Street at Broad Street and goes eastward to Goodman Street.

The book contains 128 pages of excellently reproduced photos, some from postcards, rare interior shots, menus, playbills.

The list price is \$19.99 and should be available at the local bookstores; also directly from Don, who will autograph your copy. The publisher is Arcadia Publishing of Charleston, SC 29401.

If your Rochester area residency is less than 30 years, you may not know that the Genesee River was not visible from Main Street; the bridge was lined with buildings on both sides!

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

**Metro NY and
Hudson Valley**

by Otto Vondrak

October 18, 2001

40 & 8 Club

933 University Ave.

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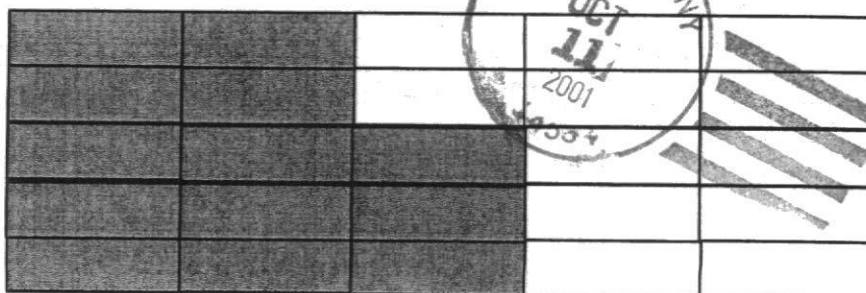
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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433, Phone: (716) 544-6221. Contributors using a computer are asked to send their 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 you write your name and date in a slab! [Don Shilling] (Each block indicates \$1,000)



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