



The Semaphore

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

November 2001
Volume 44, No. 3

Program for Nov. 15:

Railroads of Buffalo by Randy Bogucki

Randy, a former resident of Buffalo area, will be presenting a slide show of scenes he viewed, and recorded, of railroad activity in the Buffalo region.

The general membership meeting starts at 8PM, then after a short intermission, the Program commences.

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, Nov. 19

Library Phone: 872-4641

Bandits also await the train's arrival!!



'Bandits', Chuck Goodman, sitting on Shawnee, and partner, Joyce Mirabella, sitting on Rita, were a popular attraction for the children (and adults).



Waiting for the arrival of the last Fall Foliage Train of the 2001 season! Yes, it's coming down the track — but there are two others also waiting; see below!

Fall Foliage Report

by Janet Dittmer

The Chapter's Fall Foliage trip rides ended with the Halloween Express. Lots of riders dressed up in costumes, some scarrrry and some really cute ones. Even one of the parking lot people had a skeleton face and a large ax. You'll park where you're told OR ELSE!

This was one of the more trying seasons for our volunteers. We started off by cancelling the September 16 rides. Most people were able to re-schedule. Then OMID had "mechanical problems" on the October 6th 11:30 ride. That meant cancelling the 2nd ride and both trips on October 7. A number of chapter members were able to help OMID and work far into the night on the 6th to get everything put back together. Their muscles were hurting the next day.

We ended up with ticket sales far below our usual sold out trips. We sold 4,447 tickets. Our concession did great. The new concession stand has great storage and the coolers are not as low, much better for volunteer's backs. Since we were not able to use Alonzo car, the store was moved back into its old location in Car 4. The store did as good as could be expected in this location.

A lot of our new members came out and helped on the train this year. We also had quite a few non-members who volunteered. Our electrical staff is greatly expanded with a lot more people being able to start the generator and get everything up and running.

Our ticketing staff is increasing every year. We had a great staff who came out and helped on Wednesday and Friday evenings. Also, all the people who were able to answer the phones this year did a great job.

A great big thanks to everyone who came out and volunteered. We could not have had as a good a season without you.



Ticket sales by trip are listed on Page 3.

More photographs appear on Pages 2, 4 &

5.

Library Report

Charles Robinson, Chairman

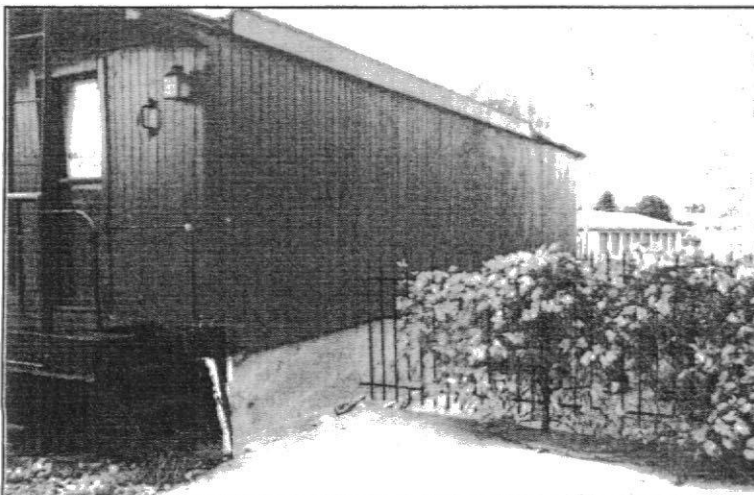
Members of the library committee have hit a home run! Thanks to the efforts of Jerry Gillette, Al Pastorell, Eric Drum and Steve Oagley the skirt on the east side of the library building has been put in place. This was important as otherwise the winter winds blowing under the building could have frozen the water pipes and prevented use of the library building during the winter. In addition, Jerry and I sprayed painted the east side with the acrylic top coat and placed temporary tarps around the two cupolas. The east side cupola does leak and the tarp prevents water from penetrating the building. The west cupola is in terrible shape because of rot and might start leaking anytime hence the precautionary tarping. There is an urgent need to repair these cupolas as well as have a contractor replace the roof on the library.

The library will be open for general use on Monday evening, November 19 between 7:30 and 9:30 PM. We have duplicated Jerry's list of our periodicals for those that wish to find out what is in the library. Our heating system is working properly and the winter months are a good time to look into the history of railroads.

The monthly opening of the library after November will be switched to Sunday afternoons until next spring. The hours for December will be announced in the next report.

With the outside chores completed, the library staff has turned to working on the contents of the building. Steve Oagley, Gale Smith, Jerry Gillette and I are now working on the vast Charles Belt 35mm slide collection. We are placing the loose slides in transparent pocket pages so that they can be easily examined. We urgently need someone knowledgeable about the local railroads to help identify these scenes.

Look forward to seeing you at the library on Monday evening, November 19!



Who was wearing these orange, black and yellow socks for Halloween? Answer on Page 5.

Frostbite Productions adds another calendar; reduces prices.

Tom Way announces price reduction from \$13 to \$10 and another calendar in his series. The new one is "Amtrak Potpourri, Amtrak action throughout the northeast region".

The \$10 price includes sales tax. Order from: Thomas A. Way, Frostbite Productions, 556 Hurstbourne Rd., Rochester, NY 14609, or call 482-5787, or e-mail: tmaway@frontiernet.net.

See Page 7 of the October issue of *The Semaphore* for a listing of the other ten calendars available.

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.

Free Scanner

This scanner for a computer is an older model Xerox unit; never used. Free for the taking. Contact Charles Robinson, 377-4245; c2robinson@aol.com

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

Greetings and Welcome to this new member, to be voted in at the Nov. meeting:

Kevin & Colleen Griffith

61 Grandview Lane Rochester, NY 14612
225-7004 ckgtmof@localnet.com

Interested in: Rolling stock restoration, Trips, Library, Museum, Tour guide

New address:

Eric Drum

145 Basket Road
Webster, NY 14580
216-9313 drums@rochester.rr.com

E-mail address correction:

Jeremy Tuke: jnm2k@frontiernet.net

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.

2002 Dues Notices

The 2002 Dues notices from the National Office have arrived. Unfortunately, the black type, for addresses, was printed on a dark blue paper, which the Post Office does not like; insufficient contrast for mechanical operations. Janet is having Dan Cosgrove print up new address labels.

The National dues have increased by \$3 for an individual, \$1 for family membership. There will be NO increase in the Chapter dues for 2002.

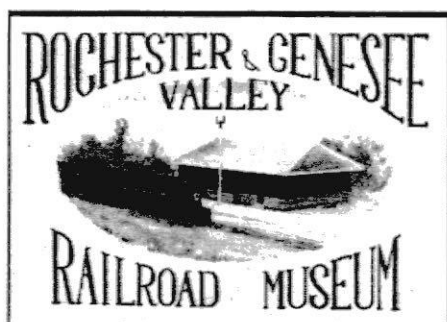
Looking for Tax-Deductibles for 2001?

The Rochester Chapter, NRHS is tax exempt from Federal Income Tax under Section 501(c)(3). Contributions to the Chapter are deductible. So the Chapter—along with many other organizations—would appreciate your consideration for a donation. It can be for the general use, or a specific purpose.

Send to: Rochester Chapter, NRHS, P.O. Box 23326, Rochester, NY 14692-3326.

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.



Rand Warner, Director, 425-8587

Rand and Marge Warner are on an Extended Vacation -- to Australia!

So the many reports that Rand compiles on the activities and status at the Museum are on hold.

Rand and Marge are expected to be back by the time this issue is mailed. The Editor expects to have lots of material and photos from the Australian experience for the next issue.

Thanks to ...

Bill Madigan's family who donated a large box of NYC, PC and Conrail employee timetables, rule books and miscellaneous paper items. This material is currently in the BofLE safe at the depot.

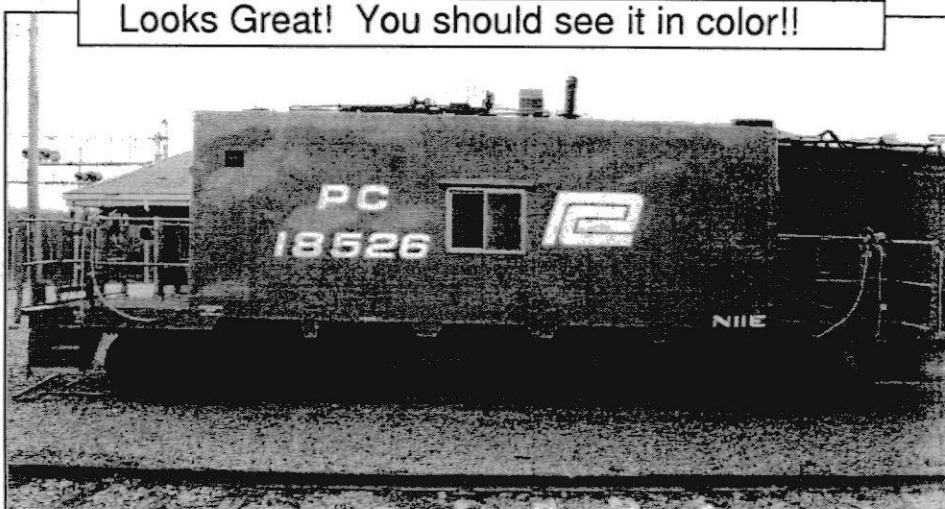
FF Workers: The Advertising crew; the Ticket Selling staff (phone, filling orders, on site), Parking crew; Car hosts; Car cleaners and OMID crew. Too many to list (some we would surely miss, but be certain that your efforts were *much appreciated!*)

Ticket Sales Tally

Date	Trip #1	Trip #2	Total
Sept 16: Canceled			
Sept. 23	213	172	385
Sept. 30:	204	341	545
Oct 6:	192	Canceled	192
Oct 7: Canceled			
Oct. 13:	349	411	760
Oct 14:	434	396	836
Oct 20*:	161	165	326
Oct 21:	372	463	835
Oct 28:	263	311	574
Totals:	2,188	2,259	4,447

* The Oct 20 trip was a make-up trip for the canceled trips.

Looks Great! You should see it in color!!



PC Caboose Lettered

by Chris Hauf

Thanks to the generosity of Chapter members Dick & Marie Anderson who supported the cost and lined up the resource, the Penn Central caboose was professionally lettered in custom cut vinyl lettering by Mr. Art Schilling on November 1st. Mr. Schilling is Mrs. Anderson's cousin and has been in the sign making business for many years. His specialty is machine cut, gold leaf lettering.

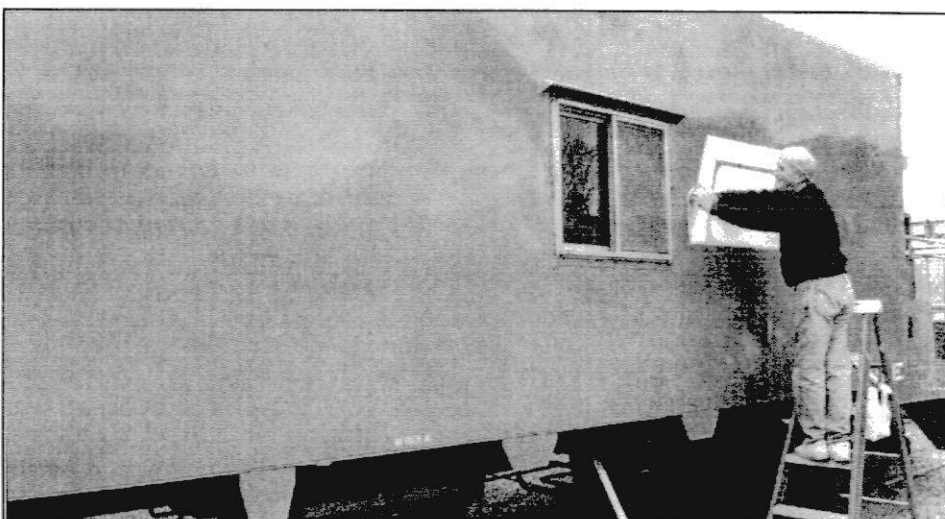
Driving all the way to and from St. Mary's, PA, Mr. Schilling was able to install all the lettering in a little over an hour based on digital files which had been created through a joint effort of Chris Hauf and Otto Vondrak and sent via email to him prior to his visit.

Except for a few details inside and out which will be completed over the winter, this essentially completes the restoration of PC 18525 to its as built Penn Central appearance. It has taken many hours, many hands,

and many dollars, but the results are worth it and thanks to all that helped! If you have not seen the caboose, you should come out to the R&GV RR Museum soon.

One thing that is not complete, however, is our fund-raising. We are still looking for people willing to donate money to cover the costs of the PC caboose project. Although the bills have been paid, we would still like to pay the Museum back for its support so that additional money will be available for other projects. Any donation over \$25.00 gets a PC caboose mug and any donation over \$100.00 gets two mugs and a special PC caboose T-shirt. Please send your donations to PC Caboose, c/o Rochester Chapter, NRHS, P.O. Box 23326, Rochester, NY 14692-3326.

And again, a special thanks to Dick & Marie Anderson, Art Schilling and Otto Vondrak for helping with the lettering on PC 18526!



Art Schilling applies custom-cut vinyl lettering.

Digital photos by Chris Hauf



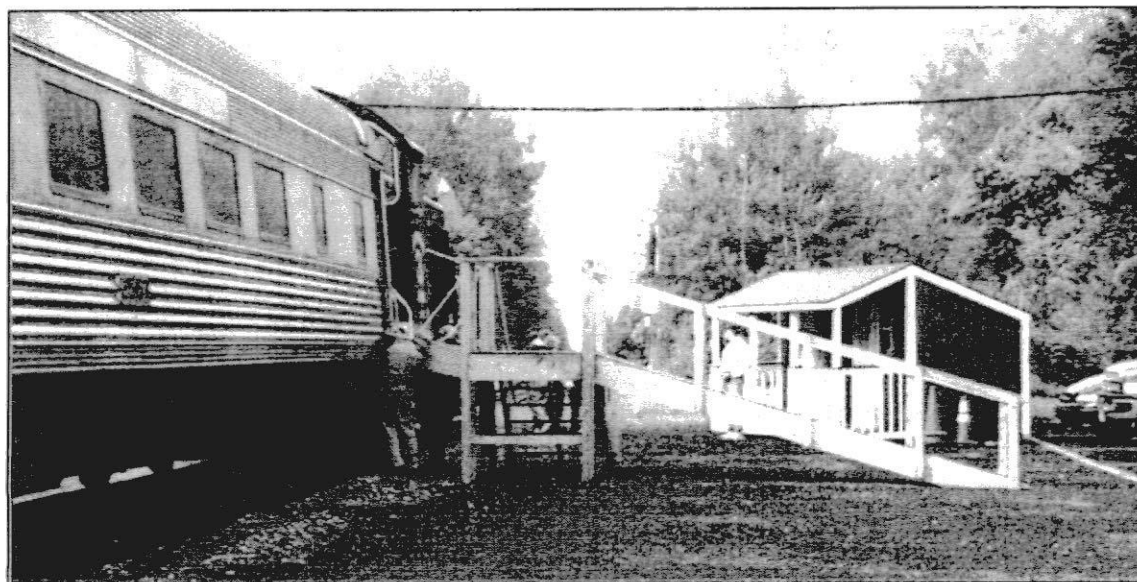
Above: This group of riders anxiously awaits for the 'All Aboard' announcement to board the last trip of the season.

Left: The 'Grime Reaper' had no problems convincing car drivers where to park! Behind the mask was Steve Huse.

Right: This young gentleman was dressed for both events: the Halloween Express and Thomas, The Tank Engine costume. Didn't get his name, but hope he remembers us in twenty years as a Chapter recruit!



Below: Two new items for this year: 1) A 'boarding stairs and platform' to assist the handicap in boarding. 2) A 'hut' for the ticket gang — sure beats the small camper trailer used in the past. Both items provided by the Ontario Midland Railroad. Thanks!



Isn't she and Angel?



Sales Staff:

Above: Marie Miner was handling the Store Operations on the last day. Her costume was a blue "M" of M&M candies. In years past, she was the principle person handling ticket sales from the former camper trailer.

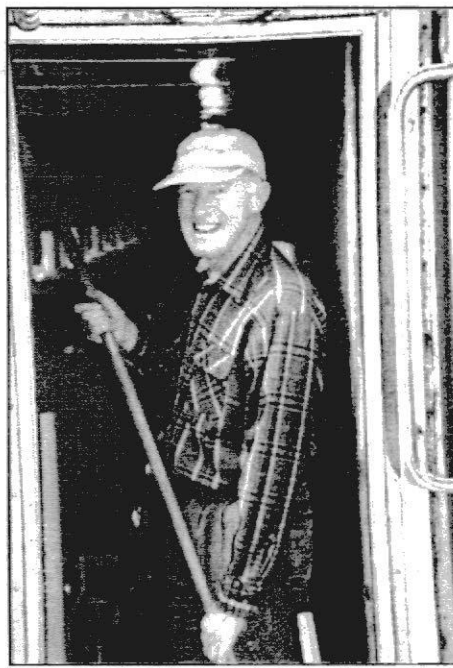
Left: Janet Dittmer, another "M" – this one red, was the ticket lady this day. Nice to have a

table to work from AND a heater behind your back! Janet was the wearer of the "socks" pictured on Page 2.

The Excursion Train weekly cleaning crew: Bob Miner, *left*, and Bob Fitch, *center*, have just finished mopping the five cars, so are all smiles! Among other chores was vacuuming, wiping seats, and wiping nose and finger prints from the windows.

Steve Huse, *right*, retrieving and storing the heavy-duty electrical extension cord that is use in providing electricity to power the vacuum cleaners. Steve also handled the 'watering' of the cars, electrical connections and vacuuming. We depended upon the car hosts to sweep up the major 'debris'. Steve also made sure the toilets were supplied with appropriate papers.

Not pictured was Gale Smith who also vacuumed, mopped, and wiped windows. He was the photographer for the prints on Pages 1, 2, 4 & 5.



RAILFANNING DURING WORLD WAR II

Ted Jackson

Although the United States came through World War II with less trauma than most countries, they were not pleasant days. 12 million men and women were in the armed forces. There was rationing and shortages. People worked long hours.

However, there were some bright spots. Wars often bring on increased business activity and during this period, the unemployment level was down to the minimum. And World War II brought the railroads of the country back out of the doldrums brought on by the depression.

During the war, the railroads handled 90% of the interstate freight business and the passenger business made quite a comeback in addition to the fact that most troop movements were made by rail. The result was that there were a lot of trains running and there was great potential for railfanning. This pickup in activity actually started with the beginning of the war and only intensified after the United States got into it.

My railfanning activities were somewhat restricted because at the start of the war in 1939, I was only 14 years old. My principal hangout was Wayneport which I could reach by bicycle from my home in Pittsford. I spent many hours on the Lyndon Road bridge (now closed). In some two-hour stints you could see three or four passenger trains and several freights.

My father was a C.P.A. One of his accounts was in Avon so occasionally during the summer, I would ride there with him and watch trains while he worked. In 1939, Avon still handled 14 passenger trains on week-days. There were also time freights from Buffalo on the Attica branch and from Corning. These would arrive in Avon in the morning and do considerable switching before the Buffalo train went into Rochester. Each of the various branches had wayfreight service although most of them were three days a week. My dad had another client in LeRoy. You had to be a little more patient there but the one morning I accompanied him there I saw, on the B&O, a southbound passenger train, a southbound freight with two 2-8-2's plus a wayfreight which spent all morning in LeRoy - mostly around the Jello plant. The Erie also sent a wayfreight through. I rode on the NYC Auburn branch and the Erie whenever I had the chance. However, that would all change.

In 1943, I went into the Army and that furnished me with enough railroad memories

to last a lifetime. I was in the Army about 800 days and overall, I managed to ride a train of some kind one day in ten. I estimate that I covered approximately 22,000 miles overall. Of this, over 13,000 miles was entered in my "new trackage" log and at least 1000 miles of that has since been abandoned.

My first week was rather exceptional. My draft board was in Fairport which is where I reported for active duty. We were escorted to the NYC depot in Fairport where the westbound DeWitt Clinton made a special stop for us and took us to Buffalo. Our first army meal was lunch in the Buffalo terminal before we were bussed to Fort Niagara. A week later I was shipped to Camp Fannin, Texas, a few miles outside of Tyler. Although we were supposed to have a sleeper, it never materialized. We started out at Suspension Bridge with a coach attached to a CN local to Hamilton where we were transferred to the LaSalle over the CN and Grand Trunk Western for an overnight trip into Dearborn Station, Chicago. (80mph across southern Ontario) We were then hooked onto the Wabash Banner Blue (their number one train) for St. Louis. This was a highly competitive route with the Alton and the Chicago and Eastern Illinois, all of whom made the trip in five to five and a half hours. After supper in the Harvey House in St. Louis we became a part of the Cotton Belt "Cottonbelter" a train which I believe was added during the war to supplement the only other passenger train they had. Between the numerous stops, some flooding and frequent meets with freights (many solid tank car trains) along the single-track line, we were nearly 24 hours getting to Texarkana. At this point, a small extra was assembled with a 4-6-0 to take us (still with our CN coach) and another similar group through Mt. Pleasant to Camp Fannin.

Four months later I was off for St. Bonaventure College just outside of Olean, NY. This started out as a troop train and this time we did have a sleeper (two men in the lower, two more in upper - this was an exception - the Army usually only had one man in the upper. The Navy had only one man in the lower as well.) This train would shuck off a car or two here and there. We ended up in Memphis courtesy of the Cotton Belt and Rock Island. Then our car was attached to the Illinois Central Louisiane to Louisville, the B&O to Cincinnati Union Station (only five years old at the time), the NYC Hudson River Express to Galion, OH and the Erie Limited to Olean.

I made good use of the Erie while I was there, either to or from Hornell, hitchhiking between there and Rochester or other places

on the main line on or near which some of my companions lived. One time coming back, I took the NYC from Pittsford to Canandaigua, Pennsy to Horseheads where my roommate lived and the westbound Erie Limited from Elmira to Olean. Wouldn't you like to do that today? I also used the B&O a few times between Rochester and East Salamanca. While at St. Bonaventure, my dorm room faced north giving me a good view of the Erie main line and its steady stream of 2-8-4's and from one of our classrooms one could see 2-10-0's on the now abandoned Pennsy line to Salamanca.

After that, most of my long distance trips were on troop trains which did not allow me to experience as many depots but nevertheless were still a big deal for a railfan. Although the destinations were not always desirable, the rides were quite pleasant because you were in the same train for several days and had nothing to do but eat, sleep and look out the window - which for a railfan is the best you could ask for. In my case, I was always fortunate to draw a Pullman car. The specially built troop sleepers had triple decker bunks as I recall and were noisier than Pullmans. Troop trains could and did use routes inhabited infrequently by passenger trains or not at all. I was on two troop trains on the Erie; both used the Mahoning Division 2nd Sub rather than go through Youngstown. One of them also used the River line including the Belfast bridge.

After my sojourn at St. Bonaventure, I ended up in the 104th Infantry Division, stationed at that time in Camp Carson outside of Colorado Springs. Not only did that result in a troop train out there, but another one to the east coast on our way to Europe. In between them, I got home on a furlough. For that, I started out of Colorado Springs on the Sam Houston Zephyr, the first streamliner I had ever been on. That only lasted to Denver. Then it was the Burlington's Exposition Flyer to Chicago. Unfortunately the Missouri River was over its banks and instead of going through Omaha, we had to detour down to St. Joseph, MO and rejoin the main line at Chariton, Iowa. Three of us from my Company were travelling together and we were all taking our band instruments home as none of us had made the Division Band. By enlisting a couple of sailors and a civilian, we managed to organize a little band on board the train and when we had to make a lengthy stop in Hastings NE to let the Denver Zephyr pass us, we had a street dance of sorts on the station platform. As the Zephyr was pausing briefly to change crews, some one yelled up

(Continued on Page 7)

Railfanning...

(Continued from Page 6)

to their passengers who were watching us, "You'll get to Chicago before we will, but we'll have more fun!" I was lucky enough to get on the Zephyr for my return trip.

The last troop train ended us up in Camp Kilmer, NJ and our last train trip was a short night trip from Camp Kilmer, NJ over the Reading to Port Reading and Elizabethport and the Jersey Central into Jersey City by way of Bayonne - part of that line that is currently being resurrected as a light rail line.

The 104th's first combat experience was in northern Belgium and Holland. (I described our ride up there on "40 & 8's" in an earlier issue of *The Semaphore*.) Unfortunately for me, they were using real bullets up there and the rest of my army career was as a hospital patient. Therefore, my troop trains now became hospital trains. Hospital cars have open double decker bunks replacing the customary berths but back in the United States, these were used only for those who required more attention. Most of us were able to use regular Pullmans. My only exception was a train made up of coaches that we took on an overnight hop from southern England up to Greenock, Scotland. Fortunately we had those English coaches where the seats face each other with a table in between which gave us a place to put our heads down and sleep. At Greenock, we found that we would be coming home on the *Queen Mary* which made our overnight ordeal seem quite worthwhile.

Among the more memorable trips was one from Halloran General Hospital on Staten Island, which was used primarily as a receiving hospital for patients arriving from Europe, to Dibble General Hospital in Menlo Park, CA. This trip took five and a half days. To do this, we started on the SIRT (a B&O subsidiary) to get into New Jersey where we were handed over to the CNJ who, in turn, turned us over to the West Shore. We took the West Shore as far as Rotterdam Jct., the NYC main line to Rochester (without stopping, alas), Falls Road to Suspension Bridge, Michigan Central to Welland and on to Chicago, the Milwaukee to Omaha, Union Pacific to Ogden UT and ended up the rest of the way on the Southern Pacific. The SP took us to Oakland, then down the east side of the Bay, across the Dunbarton Bridge to Redwood City and down the Coast Line to Menlo Park. The athletic field for Dibble General backed up to the railroad and I remember watching or participating in ball games with a steady stream of SP commuters

trains going by along with The Daylight and other delights. We would make much use of this line on weekends

My last destination was Camp Upton, which by 1945 was a convalescent hospital. Highlights of this trip included slowing down through Abilene, KS so Gen. Eisenhower, who was home at the time, could wave to us. (This was at his request when he heard we were coming through.) We also passed through Horseshoe Curve, another first for me.

At Upton, we got off from Friday afternoon until Sunday night and the Long Island ran a couple of trains into Penn Station non-stop. Naturally, everybody wanted to get on the first train and the resulting pushing and shoving prompted the Army to hold a parade every Friday down to the trainshed. The order in which the units were assigned determined which train you were in. If you didn't want to wait for the Sunday night special trains back, you could take a regular train to Patchogue and a bus back to camp. Of course, these regular trains always required changing trains at Jamaica or Babylon but our specials managed to exchange motive power without us having to get off.

I was discharged out of Camp Upton and spent a couple of days in New York City before I came home. By the luck of the draw, the night I got on the train to go home was August 14, 1945 - the night World War II ended. My train was the Chicago Express. By that time, my folks had moved to Fairport so at 5am I changed trains in Syracuse and got on the Cayuga which made a number of local stops, one of them being Fairport, ending me right back where I had started. I still treasure the railroad memories I have from that era.



Editor's Note: Ted Jackson's article arrived the same day as the Winter issue of *Classic Trains*. Guess what? Almost the entire issue of *Classic Trains* is devoted to "World War II; Railroad's Finest Hour".

Ted's story would be 'right at home' in this issue.

Contributors to this issue

Janet Dittmer, Mike Dow, Ted Jackson, Chris Hauf, Charles Robinson, and Tom Way.

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>.

We had Canadian Visitors

On Tuesday, July 31, four Canadian railfans went on a four-day tour, starting in Quebec, then through New York to Buffalo, visiting various railroad sites and museums.

In Rochester, they stopped at Despatch Junction, then the Industry Depot (no one around, but 'shot' a few photos), then to NYMT, where they just missed a tour group but viewed the outside displays. [The Turnout, Oct. 2001]

Leatherstocking Chapter was busy

After a slow start at the beginning of this Chapter's operating season (they run trains almost every day attracting tourists to Cooperstown), things picked up.

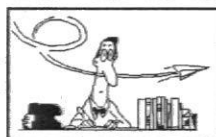
A movie film crew arrived in August to film scenes for an upcoming independent film "Mineville" at the Milford Depot.

An Oktoberfest train was considered a success. The big revenue maker was their 2nd Annual Leatherstocking Junction function, which was held on the train and also under a white tent. It was a catered affair, with the food being donated.

This group also runs a Haunted Halloween Express. [Rail Times, Oct. 2001]

DL&W Fans

The Central New York Chapter, NRHS', *The Green Block* is publishing a series of historical articles on the Delaware, Lackawanna & Western Railroad in honor of 150th anniversary. Parts 1 appears in the October 2001 issue; subsequent issues will contain other parts. *The Green Block* will be on file at our library.



Editor's Corner
wishes you a



Happy
Thanksgiving



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

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Rochester, NY
Permit #826

Chapter Meeting & Program:

Railroads of Buffalo

Randy Bogucki

November 15, 2001

40 & 8 Club

933 University 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 \$8.00 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 Tucker

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] (Each block indicates \$1,000)

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