



The Semaphore

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

December 2001
Volume 44, No. 3

Program for Dec 20:

Two vintage NYC films

1. Twentieth Century Limited from the 1930s
2. Freight Yards from the 1940s

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

2 to 5 PM

Sunday, Dec 16

Library Phone: 872-4641

Open Trolley Car 55 Featured in National Magazine

A two-page spread featuring Car 55, displaying a West Ave designation sign in 1908, fills almost two pages in the current (January/February 2002) issue of *Reminiscence Magazine*. The picture was submitted by Yula Mills of New Port Richey, Florida. She stated it ran from Rochester to Brockport. Pictured was her uncle Thomas Dailey and his son, Thomas Dailey, Jr.

Year End Party

Saturday, January 5, 2002

3 PM till we depart

At the R&GV Museum Depot

**Make your reservations by
calling the Warners at:
425-8586**

\$5.00 per Adult at the door

No children please!

SEASON'S GREETINGS



The Christmas Tree train awaits its call to duty for weekend of December 8 and 9. The combination of the **Green** Penn-Central transfer caboose and the **Red** Erie caboose enhanced the visit to Remelts tree farm to procure a Christmas tree. (Chris Hauf digital photo)

Down Under

by Rand Warner

Rand and Marge Warner spent October in Australia, New Zealand and Tasmania.

Australia is HUGE, with very little rail infrastructure, considering the size of the country. Melbourne has 700 trains (trolleys), electrical powered commuter/suburban service, and diesel powered freight. Sidney had a few trams, and also had electric commuter lines.

Tasmania, an island, is South of Australia and is part of Australia. There is no passenger service on Tasmania, only diesel powered freight at this time.

New Zealand is quite small, but has a fairly well distributed rail system. Christ Church had a great heritage trolley line, using leased cars from a nearby museum, and runs a very well done restaurant trolley car operation which we enjoyed. Wellington and Auckland have electric commuter lines. Freight is diesel hauled. Railfan groups do operate some big steam engines.

The most interesting thing we saw was one lane bridges, shared by BOTH trains and automobiles, all in the interest of economy!!

We both would highly recommend the trip to Down Under. If you try it we're sure you'll like it.

Victor Parmenter

Victor Parmenter, a long time faithful Chapter member, died suddenly Sunday November 25 after prolonged health problems.

Vic was an enthusiastic railfan, widely travelled and with comprehensive rail knowledge, both historically and technically.

He had retired from General Railway Signal Co. after many years in the engineering area, and was always ready to share his working experiences on GRS railroad projects around the country. Victor was involved with both the Chapter and the Museum various activities. (The National NRHS office stated that Victor joined NRHS in 1988.)

Vic put on a great program for us a couple of years ago at the 40 & 8, illustrating the projects and problems he had worked on at GRS, and the associated rail-fanning opportunities.

We will surely miss the unbounded optimism, enthusiasm, and cheerfulness of Victor. Our Sympathy and condolences are extended to Loretta, his wife, and family.

Invite/Extend an Invitation

Our new members are most welcome to participate in the Chapter's MANY activities.

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

Last Minute Gift Ideas ...

Check with the Chapter's Store at the December meeting, 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 sweat-shirts, and battery-powered RR lanterns.

Trivia by Don Shilling

What percentage of New York State residents lived nearby to New York Central mainline? *Answer on Page 5.*

Contributors to this issue

Rand Warner (most articles); Janet Dittmer, Jim East, Bob Fitch, Charles Robinson, Don Shilling, John Stewart (via Railroad.net). Tidbits from *Reminisce*, *Model Railroader* and *RailPace* magazines and RailroadHistorical-Editors web site.

Year End Tax Planning Considerations

Rand Warner for Development Committee

As you may know, our Chapter's 2001 Excursion Train operations were less profitable than normal, due to a combination of very unusual events, and some of our other Chapter revenue items are also down due to the current economic slump. As a result the Chapter and Museum are facing a lean 2002.

Would you please give your thoughtful consideration in our year end tax planning to a cash, trust, or stock gift to the Chapter to support general operations, or designated to any of the following specific projects:

Library:

- ☐ Facility
- ☐ Equipment
- ☐ Collection

Museum:

- ☐ Pine Falls sleeper-lounge Car Rehab Fund
- ☐ Steam Locos Refurb Fund
- ☐ Subway Are #60 Rehab Fund
- ☐ READ Truck Rehab Fund
- ☐ RL&B Interurban #206 Fund
- ☐ Line Car #01 Fund
- ☐ Depot New Roof Fund
- ☐ Reefer Cars Rehab Fund
- ☐ Restoration Building Improvements Fund
- ☐ Erie Stillwell Coach Rehab Fund

Your generosity will be greatly appreciated by our Chapter's officers, trustees, committees, Museum, Library and volunteers.

Have you RENEWED??

If you have not sent in your 2002 dues, Janet would appreciate you attending to this opportunity in the very **NEAR future**.

Janet is processing renewals as they come in and acknowledging your contributions. Soon she will have to return to another of her "jobs" — preparing tax returns.

Send your renewal form, check for 2002 dues (and a contribution?), payable to Rochester Chapter, NRHS, to:

Rochester Chapter, NRHS
c/o Janet Dittmer,
983 N. Winton Rd., Rochester, NY
14609-6824.

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

New member voted in in November:

John Hasselwander

430 Calm Lake Circle, Apt. B
Rochester, NY 14612; 585-683-0917
RAIL-FAN@prodigy.net
Interests: Museum tour guide; Library

New member to be voted in at December

Sam Swisher

3236 Winton Rd. S., Apt. D-15
Rochester, NY 14623; 585-475-0987
Interests: Heavy machinery, Woodworking.
Sam has already helped on the Fall Foliage Trips.

Address Changes:

Gary and Laurie Dettman

202 Ballantyne Rd
Rochester, NY 14623; 585-436-8974

Samuel Ferrara

7403 Trillium Trl
Victor, NY 14564-9730

Robert McKnight

1600 East Ave., Apt 1110*
Rochester, NY 14610
(* Change in Apt. number)

Tom Tucker

RR#1
710 Route 14
East Calais, VT 05650
e-mail: tomtuck168@yahoo.com

E-Mail address changes/updates:

Roy Wullich: RJWullich2@aol.com
John Muchler: johnm151@linkny.com

New e-mail address for National Office: info@nrhs.com

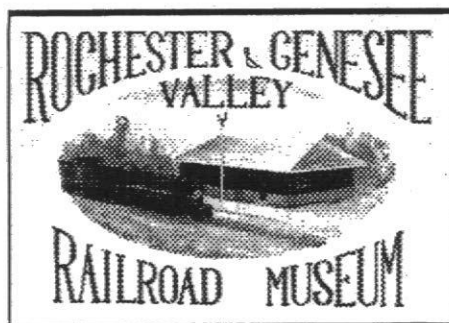
Please add to or update your roster.

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 January issue.

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

You've Got Mail

We have a great communications medium at R&GV RM, in the form of the many slotted mailbox area, just recently expanded, in the Engineering Area of the Depot, in the former North Waiting Room.

All of our active volunteers, project foremen, and area supervisors and leaders have a designated mail slot.

These mail slots are used to distribute pertinent correspondence and literature to the assigned individuals. A lot of project progress has happened due to helpful information and leads shared between our volunteers, via the mail slots.

Please check your mail box slot to see that you have picked up your mail. Some boxes are accumulating quite a pile.

The mail box is not an administrative file, nor is it a storage locker for parts – please use it as intended and it will pay you real dividends!

Track Team

Randy Bogucki and Mark Pappalardo are continuing to replace ties and timbers, and work on ballasting at the NYMT.

John Redden assisted by Norm Shaddick, Rick Israelson, Rand Warner, Tom Webster, Dale Hartnett and Co. has repaired track and replaced ties at Switch #4.

Mark Pappalardo, Randy Bogucki, John Redden and others have replaced bad ties just north of Switch #5. We will also need some switch timbers at Switch #5.

John Redden & Co. has picked up some donated reusable ties through arrangements by Jerry Lederthiel.

Several other potential sources for track material have been identified, and are being investigated by Rand Warner.

Dale Hartnett and Jim Johnson are going through a project of lubing all our gauge rods to ensure ease of removal when new ties are installed.

New Management

Effective January 1, 2002, Rand Warner will be stepping down as Director of the Rochester & Genesee Valley Railroad Museum, a post he has held for over a quarter century.

R&GV RM will be managed by a new team of three familiar and experienced faces: Dale Hartnett, Dave Luca and John Redden.

Dale Hartnett will head up the VISITOR EXPERIENCE area, with the following functions reporting to him:

- Visitor Operations,
- Train Operations,
- Track Car Operations,
- Special Events,
- Telling the Story,
- Four Quadrants Vision.

Dave Luca will head up the INFRA-STRUCTURE arena, with the following responsibilities reporting:

- Buildings & Grounds,
- Tool Car & Shops,
- Engineering,
- Restoration Building Complex,
- Communications, Signals & Power,
- Construction,
- Heavy Equipment

John Redden will lead the RAILROAD area, including the following reporting:

- Motive Power,
- Passenger Equipment,
- Freight Equipment,
- Maintenance-of-Way Equipment,
- Track & Rights-of-Way,
- Trolley Equipment

We look forward to a great new future for R&GV RM with a great new leadership team in place.

Thanks for all your past support, and best wishes to Dale, Dave and John in their new positions.

It has really been a great experience to help grow our Museum from "A Dollar And a Dream" to the present reality. Only the sky is a limit for our future, with your continuing help. I plan to keep active as an R&GV RM volunteer, helping out in several of our programs and projects. I also plan to see more of my wife, my kids, and my grandkids.

Rand L. Warner

Cuck!!! This Editor is keeping his fingers crossed that Rand will continue to be *The Semaphore's* Principal Reporter. Otherwise, he will have to hit the pavement! Rand's input was always on time! Certainly made my efforts easy. *Thanks, Rand!!!*

Eagle Scout Project

As part of his Public Service requirement for Scouting's highest rank, Jesse Marks will be directing a group of younger Boy Scouts on the restoration of the Railway Express Agency baggage cart.

This item has been on display, until recently, along the east side of the Depot, but now it has been taken to Jesse's home for rehab.

In performance of the Public Service requirement, Jesse must plan and schedule the project, procure materials, arrange for necessary tools and skills support, and supervise the efforts of his co-workers.

We look forward to the return of the REA baggage cart with some new wood, new paint, new signs, new lettering and some missing parts replaced. Thanks to Jesse and his Scout leadership.

Young Railfans Team

Matt Glugowski, Mark Wiczorack, Doug Verecke worked with Dale Hartnett and Tom Rohatsch on raking leaves and debris out of our main line trackage.

Nathan Dunn worked with Tim Tuteken on tie replacement in the hill block.

Nathan Dunn and Tim Tuteken surveyed part of our east side property line and staked it out, using a transit.

Jesse Marks and Mike Downes worked with Charlie Marks on building new lecterns for our displays, following the Dan Waterstraat's previous design.

Matt Glugowski, Mark Wiczorack and Doug Verecke have been painting signal boxes and semaphore bases.

Mark Wiczorack worked on battery replacement for a dead track car with Norm Shaddick and Dale Hartnett.

Signal Equipment Team

Dick Bean is working his way north from the Depot, freshly painting all our signal equipment along the way, in shiny aluminum. So far he has painted telephone boxes, relay cases, and signal masts, ladders and bases well up past Switch #6.

Jim Johnson, Dick Holbert, Scott Gleason, Charles Harshbarger, Dan Waterstraat & Co. have been installing a new underground conduit to reliably carry communications lines from the Depot to the Restoration Facility. Installation of this conduit involves several underground rail crossings – under the main line, and Sidings #4 and #5.

Construction Team

Our construction team has greatly improved our new, interim, access road along the east side of Track #5. The base has been filled, graded, and stoned, and the road has been widened by cutting back the bank to the east. We now have a real, all-weather access road!

New drainage pipe has been installed to pick up down-spout run off from the Restoration Building and direct it to existing culverts so it does not damage the new access road.

Access through the intermediate level area is being improved by building a spur off the new interim access road. The spur roadway will allow vehicular access to go north of the Restoration Bldg. and then cross Tracks 6, 7, and 8. to reach the existing access road along the east side of the Restoration Bldg. and the east side of the main line right-of-way.

A large amount of brush and dirt has been moved east of our property line.

Details of a berm along a portion of our east side property line are being formulated by Joe Scanlon, Art Mummery and Rand Warner, for further review and consultation before any construction starts. Joe Scanlon is working on details of our planned, new, permanent entrance from NYS Route 251, into the eastern portion of our property.

Thanks to Art Mummery, Joe Scanlon, Scott Gleason, Dan Waterstraat, Dick Holbert, Charles Harshbarger, Tom Tucker, Jim Johnson and others, who made all this progress possible.

Dozer Team

ATC: This small dozer has been reassembled and run, but still needs some tune up.

D-2 Cat: This unit has done much good work, and has just been repaired, again to put it back in operational status.

D-r Cat: This recently acquired unit has been disassembled for repair and now is ready to reassemble for putting into useful service.

Army D-7: This large unit has had its prime mover swapped out and is now ready for reassembly and check out.

Cat D-7: This ever faithful unit is in constant service, but should get a good going over during the winter shut down.

Allis-Chalmers HD-21: This huge unit, with a 15-foot wide blade, has been shut down for the winter. It runs well, but needs work on the pump for the torque converter, before being ready for operational service.

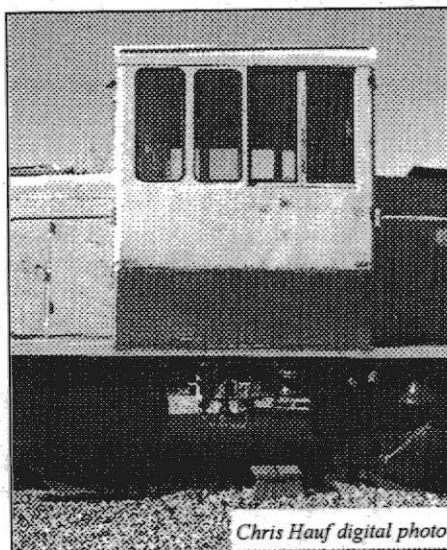
Diesel Team

Winter Preparation

NKP #79, LV #211, and EKC #9 large diesel locos have been relocated, radiators drained into containers, and battery chargers hooked up. Locos are all on Track #6. Thanks to John Redden, Norm Shaddick, Dick Holbert, Chris Hauf, Rick Israelson and others.

RG&E #1941 Restoration

Neil Bellenger has continued cab sheet metal work, MIG welding into place pre-



formed heavy sheet metal at the base of both sides of the cab. The new metal is prime painted for weather protection.

John Redden is continuing rehab of the brake piping and related components. New pipes have been obtained and formed into required shapes. Components have been tested, rebuilt, and painted, as required.

The locomotive should be ready to go back into service some time in 2002, after final painting and lettering. At that time we will also need to replace the 32-volt batteries, which are no longer functional.

We look forward to seeing RG&E #1941 back in service. It is a very useful, flexible, reliable, and easy-to-use, year-around piece of motive power.

Army #1654 80-Tonner

We must have his unit on our property prior to year-end 2001.

Chapter's Christmas Present?

Latest word is that the Army 80-tonner locomotive "may" be arriving at our Museum just in time for Christmas! Originally, it was due several Christmases ago. Chris recently visited the loco in Northumberland and took pictures—it looks like just out of the shop.

Steam Team

Progress:

Under Kevin Klees' guidance, the prefabricated wood trusses, assembled by the Navy Seabees, are now being erected for the special enclosure for the lagging removal contractor. John Redden, Ron Amberger, Norm Shaddick and others, are assisting Kevin in getting this framework up in the Southwest corner of the Restoration Building.

Vulcan steam loco #12 had been moved into the enclosure area by John Redden, using the blue Army TrackMobile, and assisted by Norm Shaddick, Rick Israelson and Ron Amberger.

Loose parts from Heisler #1 have been stored in the MDT steel reefer under John Redden's directions, with help from Rick Israelson, Norm Shaddick and Rand Warner.

Plans:

Now we're ready to slide the Heisler #1 over from Track #6 onto Track #7, using greased rails, winches and cables. Jim Deane our master rigger, will direct this effort, with assistance from the Steam Team, construction, and Heavy Equipment areas as necessary.

M.O.W. Equipment Team

Burro Crane

The Tuesday afternoon team of Cliff Rogers, Dave Rogers, Dave Dowden and Rand Warner has temporarily joined Foreman Dick Bean. We are now simultaneously working on the electrical system, fuel system, cooling system and engine mounts and sheet metal.

Dick Bean and Bernie Cubitt have cleaned and prepped the boom, and are now prime painting and finish painting it.

Running gear work is almost complete by John Redden and Norm Shaddick.

Art Mummery is coordinating effort on the diesel fuel pump.

A new fuel tank has been painted and installed by Dick Bean, and he and Rand Warner are working on the fuel piping.

Cliff and Dave Rogers are building a pair of battery trays.

Rand Warner is working on the electrical system. A control panel is in fabrication. All the electrical components needed are now on hand: lights, horns, switches, buttons, etc.

Dick and Rand have reinstalled a different radiator, and are now installing all connecting hoses.

Heavy Equipment

Bob Mader has finally got the Farmall Cub tractor running, after a long, long struggle. Persistence pays off!

Art Mummery has the D-2 Cat dozer back together and running, after fixing a clutch/transmission problem.

The hydraulic cylinder mast for the Ford forklift has been delivered to Hydraulic Plus, of Chili, for repair, by Dick Bean and Art Mummery.

Tom Webster would like to get involved with rebuild, reassembly and repainting of our D-4 Cat dozer.

We can reassemble our gas-driven Ingersoll-Rand air compressor from Raymond Dreimiller, if we can come up with air intake manifold. We can certainly use this unit.

We can reassemble the Miller welder generator from Raymond Dreimiller if we can just come up with an exhaust manifold.

The big Army D-7 Cat dozer can go back together over the winter, and then be ready for a Spring workout.

We plan to remove one of the track panels in the northwest corner of the Restoration Bldg. so we can move the Koering excavator in for repairs over the winter.

Stay tuned for information about a Northwest crane from Joe Scanlon. Are you listening John McDonald?

Thanks to ...

Palmer Lindblom for donation of bench top horizontal mill and assorted railroad signal components.

Rand Warner for donation of two track lighting systems.

Bob Van Vanlkenburgh for donation of landscape trees and grease guns.

Hiram Colwell for donation of LVRR brakeman lantern and railroad books.

Wanted, Please

- ☐ Rail skates
- ☐ Wheel chocks
- ☐ Good first aid kits
- ☐ Good fire extinguishers
- ☐ Good relay ties
- ☐ Good relay switch timbers
- ☐ Double action track jacks
- ☐ Low profile track jacks

Trivia Answer:

Seventy-five percent.

Trolley Team

Rochester Subway Car #60

The Tuesday afternoon crew has gone about as far as they can without moving the car outside for extensive cutting and welding work on the steel paneling and steel framing areas. Cliff Rogers, Dave Rogers, Dave Dowden, and Rand Warner are now working on the Burro Crane with Dick Bean.

Rochester Lockport & Buffalo Interurban #206

Bernie Cubitt, Chuck Whalen and Dee Mowers are continuing interior, exterior and frame & running gear work. Rand Warner is working on locating missing electrical and mechanical components. Trucks are on hand and motors are available from the sweeper-line Car #01.

New steel bolsters are in fabrication by Art Mummery using a wood pattern by Bernie and drawings from Bernie and John Weber.

Sweeper Line Car #01

Neil Bellenger and Rand Warner have researched two different types of rubber membrane roofing systems to put over the new plywood sheathing installed this past year. Rand has scraped and primed the north end of the body. Rand is also in pursuit of a set of trucks and motors, or for an interim basis, a steel frame flat car to mount the wood car body upon.

Tom Tucker moves to Vermont

Tom Tucker, a recently enrolled member, did extensive prepping and painting of numerous construction equipment this past summer that greatly improved the appearance of this fleet.

Tom also filled the Corresponding Secretary post on the Board of Trustees.

Unfortunately, for the Chapter, Tom has moved back to Vermont to work in his family's business. BUT, he wants to keep in touch and asks that you drop him a line every once in awhile at tomtuck168@yahoo.com. For regular mail, his address is on page 2.

Rochester Junction Program

The Honeoye Falls-Mendon Historical Society is calling for input for an open roundtable forum "Rochester Junction" to be conducted on Thursday evening, May 2, 2002. Walking tour of the Junction will be at 6 PM; forum at 7:30. Bring photos, memories and memorabilia. To participate, call Paul S. Worboys at 624-9803.

New Volunteers

Welcome to our newest people:

Tim Tietken from RIT. Already working on steam loco program and track work.

Sam Rogers from RIT. Already working on steam loco program and track work.

Kevin Shea of Greece. Interested in steam locos, Rochester Subway, Subway Car #60, Digital photography.

Charlie Marks from Hilton. Already working on lineside restorations. Interested in Museum operations and Track car driver.

Jesse Marks from Hilton. Already working on loco and rolling stock restorations. Interested in Museum operations and Track car driver.

Anthony Schalk of Spencerport. Wants to get into Museum operations, Track car driver and Historical research.

Erick Zeise and **Ellen Henry** of Pittsford. Want to get into Museum operations, Track Car operator and Historical research.

Kevin and **Collen Griffith** of Rochester. Want to get into Rolling stock restoration and Tour guide.

Ryan Kane of Rochester. Already working on our Museum operations for Special events committees and the *Pine Falls* restoration team.

Sam Swisher of Rochester. Already working on our Museum Operations for Special Events, and our *Pine Falls* restoration team.

Ray Vernon and **Catherine Louise Lawrence** of Lima. Interested in Rolling stock restoration, Tour guide, Historical research, Antique construction equipment, operations and repairs.

Chris and **Holley DeLaney** of Avon. Interested in Rolling stock restoration, Historical construction equipment, Museum operations, Electrical.

Dale Saur of Rochester. Already has worked on metal prep for paint job on Penn-Central transfer caboose.

Del Jones of Brockport. Dale is already working with Larry Baker on the restoration of the Dansville & Mt. Morris RR's inspection car speeder.

Charles Woolover of Rochester. Already has worked on metal prep for Penn. Central transfer caboose paint job.

A Happy and Prosperous New Year to All!

Library Report

Charles Robinson, Chairman

Please note that library is now changing to Sunday Winter Hours. Because of the season's holidays, the next opening for general use will be one week earlier than usual: **Sunday, December 16 between 2 and 5 PM.**

Perhaps by then winter will have set in and members will wish to spend a warm afternoon browsing in the library. We now have a complete listing of our periodical holdings thanks to Jerry Gillette and one may find we have some interesting periodicals on the line of your interest. *Trains*, *National Railroad Journal* and the various reiterations of *Railroad and Railfan* magazines are indexed. Also on file is a cumulative indices.

Grace Van Leer has donated Ed Van Leer's book collection to the library and thanks to her we have gained some unusual books.

Work continues on mounting the extensive Charles Belt 35-mm slide collection. Most of the slides appear to have been taken between 1976 and 1985. While most are of local railroads, Mr. Belt also did scout others around the country. We need a volunteer who is acquainted with diesel locomotives to help organize and identify the various railroads that appear in the collection. Gale Smith, Jerry Gillette, Steve Oagley and I are doing the work of placing the slides in clear archival pocket pages so that they can be easily viewed.

The library also needs a volunteer acquainted with the shadowy field of rare rail passes. We believe we have some valuable ones in our collection that currently resides in our safes.

We look forward to seeing you at the library. Any diesel locomotive nuts that could help with Mr. Belt's collection are encouraged to come out.

"Cincinnati, City of Seven Hills and Five Inclines" is a new book published by the Cincinnati Railroad Club, 3775 State Route 222, Batavia, OH 45103-8921. The author is John H. White, Jr. and is his 12th book.

The city is in a basin surrounded by hills. To escape the smoke, affluent people headed for the hill. The first incline railroad was built in 1872; they disappeared in 1948, and unlike Pittsburgh, none was saved.

The price is \$34.95 + \$6.00 S&H. for 128 pages containing 150 photos and illustrations.

Theft hits Bluegrass Railroad Museum

Once again railroad museum thieves have struck (the theft of diesel horns from the Bluegrass Museum occurred earlier this year). This time eight stainless steel handrails that paralleled the steps up into an Illinois Central coach were removed by a person or persons unknown at the Bluegrass Railroad Museum's storage track in Milner, KY, sometime probably in mid to late November 2001. The handrails and the nuts and bolts which attach them were removed, one nut and bolt at each end. It is suspected that these were taken to be used in the restoration of another railroad car. If you or your organization are offered such items you should question where they came from and contact your local law enforcement authorities. The Board of Directors of the Museum will be offering a reward for the return of these items. It is extremely disturbing that as we enter the 21st Century that there are some people who believe that stealing from museums is a justifiable way to either make money or to restore other cars. It is a shame but we may soon be entering an era when railroad museums will place their collections behind barbed wire and have their grounds patrolled by attack animals.

If you have any information about the theft of these items, please contact the Bluegrass Railroad Museum, PO 27, Versailles KY 40383 or call 1-800-755-2476.

[Transmitted via RailroadHistorical-Editors@egroups.com]

Harold Russell Adds Another Drawing to His List

Chapter member, Harold Russell latest modeling plan is on the White River Junction complex located in the Green Mountains of Vermont.

This plan appears in the January 2002 issue of *Model Railroader*. It is accompanied by a history of the Junction by Jim Hediger, and how to build the station by James Coplan.

White River Junction served three railroads that ran on its two sides: Boston & Maine (two routes) and Central Vermont RR. CV trackage is now operated by New England Central. B&M's by Guilford Transportation. Amtrak's *Vermont* operates daily between Washington, D.C. and St. Albans, Vt.

Until at least 1958, the diamonds were protected by a four ball signal.

John Stewart granted permission to publish the following from his website. The site's address is listed at the end.

Dunmore Car Shop Steps Up to Wartime Speed

Dunmore car repair shop has stepped up its wartime output to four completely overhauled box cars a day. This adds up to 104 big new cars - a long freight train every month. The new cars go into service immediately hauling vital war materiel and civilian necessities throughout the great industrial belt which Erie serves and enable the company to "keep 'em rolling" and maintain its fast freight program.

During the year ending July 31 (1942), heavy repairs were made to 613 box cars; 450 low side gondolas; 102 miscellaneous damaged cars and 27 new cabooses, or a total of 1,192 much needed cars.

This schedule has been geared to wartime needs by the Car department and put into execution by shop superintendent, general foreman and - the 99 Dunmore workers. From the time a worn out box car enters the stripping yard and rolls slowly along the production line of repairs, which constitutes the erecting shed, the finishing yard and paint shop it is in the hands of competent skilled men working under careful supervisors, who maintain this four a day record.

Here Erie has set up a continuous plant for building a new each car of the various types most needed now in the most efficient fashion. This plant is tooled with modern equipment and latest mechanical devices that speed up phases of the work which formerly were laborious and slow. New materials and reclaimed parts are brought into the shed on gasoline electric powered cranes which hoist heavy parts into position on the car frames as they roll along, so that men may bolt or rivet them into place with pneumatic tools. This relieves workmen of many of the heavier lifts and enables them, to specialize in the assembly work. To facilitate this work and economize, many small air compressors are located around the shop, instead of larger units, for often many of the jobs can be handled by two small compressors.

STEEL SHORTAGE MET

Some of the spare parts and certain new steel materials which go into this construction are no longer available in quantity because of the wartime priority diversion. War demands have drained off much raw steel that formerly was fabricated

(Continued on Page 7)

Dunmore (Continued from Page 6)

into channels, sills, plates, side posts, braces, angle irons, door frames and doors.

So the Erie men all along the line began picking up channels, plates, sheets, etc., that had been used as runways, material racks and platforms, and shipped them to the Dunmore plant. These and the trucks, truck sides, brake reservoirs, cylinders, dirt collectors, couplers, draft gears, center sills, brake hangers, lever and center plates, made up a gross amount of 1,604 tons which were reclaimed by the company and made available for this car repair work. These replacements and other second-hand materials available kept the total use of new steel requirements down to a minimum and reduced our demands on the busy steel mills by over \$30,000. When the Erie stock pile of replacements gets low the supervisors and technicians put the torch and welders to work to make up the shortages from smaller finished steel pieces or to cut down larger pieces for smaller work. When the heavy 36 foot steel sills become hard to get, the men weld these short pieces to replace them and reinforce weakened portions. When posts and side braces become unsafe from rusted sill fastenings, they are burned off and new or salvaged 24-inch parts are welded on to make up the shortage and punched for riveting or bolting. Larger angle irons are cut down for smaller replacements or reshaped for other work and reclaimed bolts and plates go back into place after reconditioning.

These ingenious reclamations and replacements of scarce materials are saving thousands of tons of vital steel which the government needs for war machinery and arms to speed up the Axis defeat. This work is in keeping with the policy of the Erie to conserve all possible materials and scrap at once all those not needed for stock or for immediate use and forward them to the nearest open hearth furnace for transformation into war steel.

Freight cars have been taking much more pounding, on the rails during the recent heavy wartime shipping emergency than in normal times. This is especially true of the wooden box cars which are built on steel skeleton frames, steel coal cars and flat cars which handle so much heavier shipments at new high speeds. All this extra work takes a heavy toll of cars which must be reconditioned or completely overhauled to maintain Erie standards. Barring accidents, however, a car will cover thousands of miles with capacity loads from end to end of the system

and far into the realm of foreign lines to avoid extra handling at transfer points, with only slight repairs from time to time.

The output of freight equipment at Dunmore the first six months of this year (1942) was 573 cars, compared to 456 in 1941. This is an increase of 26 per cent. In 1941, 908 cars were turned out, including 169 gondolas, and 70 new all steel cabooses of series C-100 to C-169. In addition Dunmore rebuilt from 1931 to 1940 various types of cars as follows: 1931: 260; 1932: 255; 1933: 640; 1934: 1053; 1935: 324; 1936: 575; 1937: 831; 1938: 504; 1939: 598; 1940: 685. In 1940 156 new gondolas were built of the 100,000 series.

In addition to Dunmore, Erie maintains car shops for various degrees of repairs at Hammond, Chicago, Marion, Salamanca, Brier Hill, Meadville, Jamestown, Port Jervis, Huntington and Buffalo

Cache of 50 Tons of Iron

Years ago the Erie and Wyoming Valley Railroad operated a foundry for gray iron castings at the Dunmore car shops. The Erie used it many years until it was uneconomical and then laid a wooden floor in it for a storehouse. Recently carpenter repairing broken flooring discovered an under floor of cast iron plates which had been laid many years ago, a far cry from wartime priorities on iron and steel. The workmen took up a few plates, called the foreman and shop superintendent to inspect them, and they decided at once to tear up the entire foundry floor and recover all plates from the sandy bottom. This "find" brought to light a total of 50 tons of cast iron which has been made into vital war material.

From *Erie Railroad Magazine*, October, 1942.

This article contained several photographs. Consult John Stewart's web site at:

<http://www.railroad.net/erie/dunmore1.html>

Tom Trencansky bids farewell

Mr. Trencansky is transferring his attention from being editor for the "Empire State Limited" column in *RailPace* to working on The Adirondack Scenic Railroad.

For several past years, Tom has been the promoter of a yearly "slide bash" in Lyons directed towards railroading. He lives in Dryden. Unknown is whether this program will continue.

More Fall Foliage Train Personnel to Thank

In the November issue, I had pictures of just a few that made the Fall Foliage train excursions possible. But there were MANY more, and hopefully the following list will recognize most of them:

Car Hosts: Jim East, Ira Cohen, Allen O'Brien, John Redden, Bill Cain, Steve Oagley, Ted Miller, Tom Mittiga, Marty Dailey, Bob Miner, Gale Smith, DeWain Feller, Bill Mittak, Hank Willard, Rick Israelson, Chris Delaney, Bob Gabbey, Tom Way, Aaron East, Bill Blaesi, Ralph Wulff, Mike Byrne, Jeremy Tuke.

Parking Lot: Steve Huse, Chuck Goodman, Al Pastorell, Ed VanHorn, Ralph Wulff, Dan Waterstraat, Sue Waterstraat, Tom Saul, Bob Finch, George Baauerschmidt, Dan Gottler, Chris Hauf, Eric Drum.

Concessions: Hannah East, Dianne East, Kurt Zobel, John Kernan, Kathy & Mary Mielke, Ryan Kane, Charles Harshbarger, Jamie Deline, Dave Hulings, Dave Abel.

On-Train Store: Bill Chapin, John Weber, Carol VanHorn, Elaine Redden, Marie Miner, Sam Swisher, Dan Cosgrove, Dan's friend: Pat, Norm Shaddick.

Ticket Booth: Carol VanHorn, Elaine Redden, Janet Dittmer, Sue Dailey, Jerry Gillette, Nancy Willard, Cathy Lawrence.

Medical Standby: Jim Lee, Donna Wilson, Tina Johnson, Fox Grass.

Processing Ticket Orders: Bob & Marie Miner, Carol & Ed VanHorn, John & Elaine Redden, Rick Israelson, Kevin Kless, Norm Shaddick, Gale Smith, Duncan Richards, Janet Dittmer. Marie collected mail orders from the post office.

Answering the phone: Martha Tuke, Dee Mowers, Gale Smith, Marie & Bob Miner, Val Richards, John Redden, Drake Smith, Sandi Saracen, Janet Dittmer, Chris Hauf, Susan Oakes.

Publicity: Mike Byrne

Scheduling of jobs: Jim East

Advertising: Bob Miner

Mechanical Crew: Tom Tucker, Dick Holbert, John Stewart, Ashley Stewart, Bob Miner, Charles Harshbarger. Also assisting: Otto VonDrak, Sam Swisher and several others from RIT.

And a Hearty Thank You to

PJ and Sandi Saracen and others of the Ontario Midland Railroad.

Please don't forget to Renew your Chapter/NRHS membership for 2002 — and maybe add a contribution.

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The Semaphore
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Happy Holidays

Chapter Meeting & Program:
**Two Vintage NYC
Films**
December 20, 2001
40 & 8 Club
933 University Ave.

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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or *.txt format, as well as a printed copy. **Deadline: First Day of Each Month.**

Pouring the Restoration Facility Floor!

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let 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/>