



The Semaphore

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

October 2003
Volume 46, No. 2

Program for Oct. 16:

Cleveland in the 1970s by **Bob Zimmerman**

The program for the October meeting will be by Bob Zimmerman and will be "Cleveland in the 1970s". The show will feature slides from Bob's trips, rail and road, to the Cleveland area in the 1970s as he was checking out operations that were winding down. Images will include ALCOs and F-units on PC/Conrail, PCC cars on the Shaker Heights and other goodies.

Place: 40&8 Club, 933 University Ave.

Meeting: 7:30 PM

Program: 8:00 PM

Store open before Meeting and at

Rome Watertown & Ogdensburgh Railroad History

The first installment Harold Russell's research on the Rome Watertown & Ogdensburgh Railroad appears as an insert in this issue of *The Semaphore*.

Subsequent installments will appear in future issues. Someday, we hope to combine them into one booklet.

The map of the complete RW&O line in the first installment was reduced, which makes the indicated stations unreadable. The editor hopes to correct this and reprint the map. It is published in the first installment to help the reader follow the many developments about this railroad.

Library Hours

7 to 9:30 PM

Monday, October 20

Library Phone: 872-4641

Schedule of Events

Oct. 11-12: FF Trips from Sodus

Oct. 12: RIT Day at the Depot

Oct. 19: FF Trips from Sodus

**Oct. 26: Last day of Joint Operations.
Track car rides end.**



As part of the railroad operations during our annual picnic, LV-211 pulls the Erie C-254 out of the Industry yard on one of its several runs throughout the day. Looks really good at 50 years years of age! *Photo and caption by Chris Hauf*

Fall Foliage Update

The frequent rain showers 'dampen' the attendance for Saturday's (Oct 4) trips. We hope that the weather will be more favorable for the remainder of the excursions. Your efforts at publicizing these excursions would be **GREATLY appreciated!**

Train Information:

The Schedule:

Saturday: October 11

Sundays: October 12 & 19

Two trains each day:

Noon and 2:15 PM

Train departs from Rotterdam Road (Of Route 104), Sodus, NY

Ticket Information:

Ticket prices: Adults: \$12.00; Children \$8.00; Children under 3 if seated in lap are free. Prices listed include all applicable service charges.

Groups of at least 15 adults save 50¢ per ticket if all are purchased together.

To Purchase Tickets:

Tickets may be purchased from any Wegman's "That's T.H.E. Ticket" location*. This facility is located in Wegman's Video Department.

* To find nearest Wegman's "That's T.H.E. Ticket" location, visit www.wegmans.com and click on *Find A Store* and select That's T.H.E. Ticket from the *Department Search* menu.

Want More Information?

By mail:

Please send a SASE to: Fall Foliage Express 2003, Rochester Chapter, NRHS, P.O. Box 1161, Webster, NY 14580. A brochure will be sent to you.

By the Web:

trips@rochnrhs.org

By phone:

By our Trips hotline: 585-244-0581

These trips are made over the Ontario Midland Railroad.

Track Car Assignments (* is primary track car that day)

Date	TC-3 Operator	Relief Operator
<u>TC-1 Operator</u>		
October 12:	Werner	Kane
Roque *		

Depot Guides Schedule

Oct 12:

R.I.T. Train Club Members

Oct 19:

Jack Matsik, 442-6269

Bill Benzing.

Oct 26:

Harold Russell, 427-9159

Dale Hartnett, 243-0139

NOTE: If you can not honor your time slot, please exchange with someone further down the list.

Thanks to our 2003 Depot Guides and Track Car Operators who welcomed and educated our visitors about local railroad history and the museum.

RIT Fall Train Show

Members of RIT's Model Railroad Club will hold their Fall Show on **Sunday, October 19 10:00 AM to 3:30 PM** at Rochester Institute of Technology's Student Union in Henrietta, NY. Admission is \$3 - adults; \$2 - Seniors and Students; Children under 12 - Free.

'All Aboard!' Show in Albany

The Albany Institute of History & Art, 125 Washington Ave., Albany, is sponsoring this show through November 2nd.

The exhibits will be an array of art and artifacts relating to railroad history. Major in this exhibit is the most comprehensive collection of objects and documents of the New York Central RR, which contributed these items to the Institute in 1939. Also included a compressed history of the Delaware & Hudson Railroad, which had its headquarters in Albany in that magnificent building at the foot of the Capitol.

Based on information in major article appearing in *Democrat & Chronicle*, Sunday,

Contributors to this issue

John Becker, Janet Dittmer, Jim East, Dale Hartnett, Chris Hauf, Charles Robinson, Harold Russell, Joe Scanlon, Jeremy Tuke, Otto Vondrak, Rand Warner.

Duncan Richards' photo makes cover of CTC Board

The cover shot of *CTC Board's* October 2003 issue features a photo of Finger Lakes Railroad's B23-7 #2303 made on a rainy day of May 31, 2003, outside of Penn Yan.

CTC Board promotes "Day in North America" where photographers are invited to submit photographs/slides of railroad activity on a particular named date.

[E-mail, with scanned image of cover, submitted by Otto Vondrak. The editor has not seen this issue, but the image is typical of Duncan's excellent work.]

Future Members? ...

Jeff and Karyn Carpenter became proud parents of **Aimee Elizabeth Carpenter**, born September 6. And in turn, **Ed and Carol Van Horn** became proud grandparents of Aimee.

Jack and Judy Matsik also became grandparents with the arrival of a grandson, **Thomas Joseph Seymour**.

Congratulations to everyone!

New Railroad Information Resource

by Rand Warner

Thanks to Mike Rogue, Jessy Stallone, and Otto Vondrak, we have a new railroad related website available to our members, railfans, and the general public. IT is designated www.railroad.net.

Check it out, share some new, pool some information, and get answers to your questions and curiosities.

Thanks guys for helping the hobby!

Donations for paint desired

by Joe Scanlon

As reported in *The Semaphore* previously, Mr. George Knab passed away in June. George really enjoyed running the Chapter's Bucyrus-Erie 15B shovel front. Plans are under way to have the shovel painted in its original Bucyrus-Erie livery in memory of George Knab. I you would like to donate to this memorial in George's name, please contact Dave Luca, Chapter Treasurer.

Membership Report

Janet Dittmer, Chairwoman

New Address:

John Hasselwander

214 Milford Street, Apt. 28

Rochester, NY 14615

RENEWALS

National has made some changes in the renewal due dates:

Middle of October: Renewal forms should be in the mail.

This year the Rochester Chapter is again offering early renewal discounts.

Retired members, over 55, are discounted \$5.00.

Students, under 18, are discounted \$15.00, that's \$10.00 from National and \$5.00 from Rochester Chapter. For students, please include your birthday.

Dec. 31, 2003: 2003 memberships expire and so do early renewal discounts.

Jan. 15, 2004: 2nd and final notices are mailed out from National.

Feb. 1, 2004: Non renewals are dropped from *The Semaphore* mailing.

April 1, 2004: Anyone not renewed is dropped from the NRHS and the Rochester Chapter.

The renewal costs are:

Single membership is \$40.00

Family renewals are \$50.00, less applicable early discounts.

Thanks, Janet

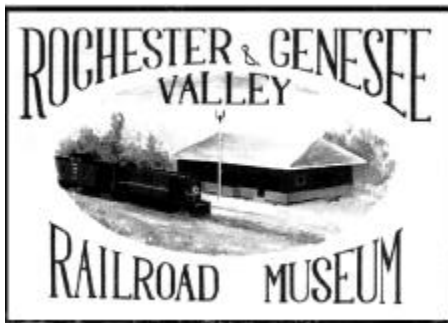
NYC Christmas Trip nears sell-out

The Chapter is sponsoring a Christmas Trip to New York City on December 4 through 6. It leaves Rochester on Thursday morning at the Rochester Amtrak station, with a stop in Syracuse, and returns Saturday evening.

Trip includes train fare, transfers, two nights at Hotel Metro (walking distance to Macys and Empire State Building), one dinner and two breakfasts, baggage handling and tips, PLUS orchestra seats for the Thursday evening show at Radio City Music Hall starring the Rockettes.

Prices range from \$450-505 per person, double occupancy. Children under 16 are half-price.

Contact Jim East at 585-377-5389 for more information. **Only a few seats remain; this weekend they will be advertised to the general public.**



MUSEUM MUSINGS

by Dale Hartnett

A number of us take road trips looking for artifacts for our museum. It's great fun to drive through small towns and around the countryside hearing stories from the "locals" and finding that missing whatever that we thought had disappeared forever.

I'm sure our road trips in search of artifacts will continue.

But I'd like to propose another kind of road trip: a road trip for ideas!

A couple of weeks ago three of us took a road trip to ride a pair of 2-foot gauge railroads near St. Marys, PA. We didn't come back with any artifacts (although we did inspect some prospects). Instead, we came back with a few ideas that might someday improve our museum.

We might even institute the idea about moving track cars easily or the one about storing track tools so that they're easier to handle. There was even the idea on how to put our wooden water tank to use. That might come in handy some day.

Everywhere we go every one of us should be on the lookout for good ideas. Sometime we might find a neat display idea at another railroad museum. Maybe we'll discover that prototype railroad on a budget that has come up with a slick way to tackle a burdensome task.

Those are the easy places to look.

But what about looking for good ideas in a retail store, at the mall, in an antique shop, in a school or at a junkyard? Maybe you'll see something unusual in the church bulletin, in the newspaper comic pages or in a movie.

Good ideas can come from anywhere. And they can come from anybody.

We want to hear your ideas. We won't (and probably shouldn't) institute every new idea. But you should know that we will listen.

Nobody has a monopoly on good ideas.

Managers

Railroad: (Motive, Rolling stock, MOW, ROW)

Chris Hauf: 381-8583; crhauf@frontiernet.net

Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

Dave Luca: 288-0318; daveluca@frontiernet.net

Visitor Experience: (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

Dale Hartnett: 243-0139; dhartnet@wuhf.sbgnnet.com

Got Models?

by Rand Warner

Bill Chapin is quite the involved model railroader. In addition to his own "O"-gauge outfit in his basement, he is working on Thursdays with Dick Luchterhand on the extensive HO layout at NYMT, and on Fridays, with Rand Warner on the expanding "O-27" Lionel outfit at Rochester's Enrico Fermi Elementary School #17.

Got M.O.W. Equipment?

by Rand Warner

Bob Mader has pulled common starters from several pieces of equipment, including Motor Car #TC-4, for rebuild/spares program to enhance reliability of our equipment.

This sounds like a good idea that could probably be extended to other areas of R&GVRM and NYMT equipment.

Got Diesels?

by Rand Warner

Yes, we've got diesels - 7 to be exact!

EKC #6 - Serviceable - used year around, and was used heavily in first half of 2003.

EKC #9 - Serviceable - was used for special occasions and switching. Will be shut down over winter.

NKP #79 - Serviceable - was used for special occasions, Diesel Days, and switching. Will be shut down over winter.

LV #211 - Serviceable - was used for special occasions, picnic, and Diesel Days. Will be shut down over winter.

Army #1654 - Serviceable - has been picking up increasing work from EKC #6. Will be used through the inter.

RG&E #1941 - In Rehab - should be back in winter service by end of 2003.

Army #1843 - Serviceable - was used for special occasions, switching and Diesel Days. Can be used almost all year long, subject to

Got Track?

by Rand Warner

Progress:

Randy Bogucki, Mark Pappalardo and Tony Mittiga are continuing change-out of Loop switch timers at NYMT.

Dave Luca has spearheaded the reinstallation of the track bumper on Siding #4 at R&GVRM, assisted by Rand Warner, Jan Dittmer, Mike Roque, Jessy Stallone, Bob Mader, Dale Hartnett and Norm Shaddick.

Dave Luca continues to check and improve drainage flow at culverts and elsewhere.

Rand Warner is investigating resources for additional track materials to support future expansion of Four Quadrants Vision.

Plans:

Complete work on Loop Switch and Switch #6.

Complete installation of Siding #4 bumper.

Do final, detailed, end-of-season track inspection with R&GVRM and NYMT personnel - for main line from R&GVRM Depot to NYMT barn loading area.

Got Track Cars?

by Rand Warner

Our R&GVRM revenue track car, TC-2, is in need of some serious attention so we can have it available and reliable for next years operating season.

Motor repair/rehab/replacement plans, from simple to complex, have been advanced. We need to agree on a plan and move forward aggressively over the winter, to protect next year operations.

If you're interested in helping, please contact Bob Achilles, our Track Car Operations Superintendent.

Thanks to Randy Bogucki for gas tank repair on motor car TC-3.

Quiz

Why did the Pennsylvania Railroad's famous GG-1 electrics receive the specific "GG-1" class designation?

Answer on Page 6.

Got Juice?

by Rand Warner

Progress:

Another meeting was held on Tuesday, Sept. 23 at NYMT to review plans for the trolley power substation, and latest information on hook-up to Niagara Mohawk for 3-phase/480v/400a power service. Latest information on cost of substation equipment and hookup options was tabulated and discussed. Volunteer efforts vs. contractor labor quotes were reviewed.

Plans:

It was agreed for NYMT to go forward this fall with construction of substation walls, door, and utilities, in southwest corner of NYMT milking parlor barn area.

Over the winter, R&GVRM personnel will acquire and install all substation equipment and wiring in the new concrete block enclosure.

Next spring we will hook up to trolley overhead and track rails, and finish rail bonds.

Then we will be ready for NYMT to hook up to NiMo by their chosen option.



An all ALCO line-up! All three of the R&GV RR Museum's ALCOs sit on the main waiting to head into Siding #6 to be spotted for winter storage. All three units saw service during the summer of 2003, and the time has come again to put them to sleep or the winter. Thanks again to all of those that helped to get and keep them running for another year! *Caption and photo by Chri Hauf.*

Charlie Marks works hard on replacing the boards on our NYC crossing shanty. Charlie and his helpers have done a great job reworking our original NYC shanty. Probably by the time you read this, the shanty will have an all new shingle roof. *Caption and photo by Chris Hauf*



Library Report

Charles Robinson, Chairman

The library in Webster will be opened for regular use **Monday evening October 20 between 7:30 and 9:30 PM.**

Thanks to the continuing efforts of Bob Miner the heating system in the library is working very well. Come out and stay warm.

These past two months have been devoted to maintaining our building. Jerry Gillette finished a tedious patch painting job on the library where the paint was badly peeling. Thus the place looks much better. The library chairman is patching the roof again for the winter. Lots of tar and polyurethane foam. Hopefully the roof will hold for another winter. In working on the roof, an alarming discovery was made. The outer most recent roof in some places is cracked all the way through. In some cases, these cracks are lengthy and just below where the roof section is nailed under the next section above adding to the possibility that the section might come off in the wind. The only thing preventing leaks is now the older roof that fortunately lies under the most recent roof. We do have a major problem with the building now looming.

John Eyestone has recently donated, in memory of former member John G. Hixon, three videos on *War Trains* that have already attracted attention.

Through the efforts of Harold Russell, the Rochester Model Railroad Club donated some surplus railroad and model railroad books. These donations are a very useful addition to our collection and we are most grateful for them. Gale Smith has been busy cataloging these additions to our collection.

Jerry Gillette and the library chairman are now launched into a project of making extra copies of the historical scrap books of clippings that Lloyd Klos assembled on the Rochester Subway. With extra copies available, it will now be possible to store the originals in a protected place.

The library chairman has been assisting the Perinton Historical Society with their forthcoming Arcadia book on transportation in Fairport by supplying them photographs of the two interurban railways that once passed through Fairport. These were the Rochester Syracuse & Eastern and the Rochester & Eastern. The latter passed through a small portion of the town on the way to Canandaigua and Geneva. Chris Hauf generously scanned these photographs from the Wally Bradley collection and supplied the Society with a CD that can be used to reproduce the photographs for the book.

Hope to see you at the library!



Under the control of Joe Scanlon and with Dale Hartnett, Dan Waterstraat, Scott Gleason and Dick Holbert guiding, our Army Lorain crane makes easy work of getting two panels of track out of the way at the north end of the building to prepare for the BIG DIG. *Caption and photo by Chris Hauf.*

Thanks to

Ted Strang of NYMT for use of his demolition saw for cutting rail.

Rand Warner for donation of rope, Stihl demolition saw for Track Dept., tools and artifacts for "Farm-to-Market" display project.

John Redden for continuing frequent use of his single-axle 10-foot trailer.

Wanted

Contact: *Rand Warner*

Mail crane parts, pieces, drawings, data, locations, photos, etc. – for the parts on ground and for the parts on car.

Skid steer loader, in operational or near operational condition.

AOE visits Rensselaer

Passengers of the American Orient Express spent two days at the new Rensselaer station, which became a regular stop this year on the train's autumn foliage excursions.

They arrived on Sunday evening, September 28. On Monday morning, they enjoyed breakfast on the way to Montpelier, VT, followed by a trip to the Berkshires.

The trip begins and ends in Montreal and was fully booked with 88 passengers. The 15-car AOE was scheduled to make three more stops in Rensselaer on its remaining autumn excursions. [Albany timesunion.com; 9/30/2003]

Kinzua Bridge Update

Tourists are arriving by train on Knox & Kane train to see and enjoy picnics at the overlook. Not only do they view the sight of what remains of the famous Kinzua Viaduct, but the partake of a leisurely trip through some fine fall foliage scenes.

The Kinzua Bridge Foundation is accepting donations and are selling Zippo commemorative bridge lighters and Kinzua Viaduct note cars to raise funds.

The train will make trips the first two weeks of October on Wednesday through Sunday. The last two weekends will confine the trips to Saturday and Sunday. Train leaves Marienville at 8:30 a.m., or Kane, off of Route 321, at 10:30. Travel is through the Allegheny National Forest. Return times are 2:15 and 4:30 p.m. in reverse order. For information, call (814) 927-6621. [The Times Herald, Olean, NY; 9/30/2003]

EC&W substation becomes museum

Ashland, NY – The Ashland Historical Society and Museum now has a home in the former Seeley Creek substation of the **Elmira, Corning and Waverly Railway**, a former interurban line. The substation was constructed in 1909 and was used until the mid 1930s. Then the Department of Transportation used it as a maintenance shop. When they no longer had use for it, the structure was slated to be demolished four years ago.

A local group became active to save the only remaining substation of this railway of the three originally built. They were successful with the help of their local state Assemblyman, state Senator, a bill through both houses of the Legislature and the Governor's signature to do so.

On Saturday, September 13, over 75 people attended the ribbon-cutting ceremony, enjoyed popcorn and free trolley rides to Wellsburg. [StarGazetteNews.com, 9/14/2003]

Follow-up on the engine 'Lion'

Last month, we reported the 9/10/1840 date of the 'Young Lion of the West' making its inaugural run on the Auburn & Rochester Railroad.

Several years ago, John Stewart sent a note posted by Richard Palmer that involved this engine on a different railroad. This 4-2-0 engine was sold to the Watertown & Rome Railroad.

Another Man Killed

The engineer and fireman of the small depot engine "Lion," were out near Cape Vincent last Saturday fighting a fire which was threatening to do damage, and just as the fireman stepped to his place to "fire up," the boiler head burst out, and literally blew his body to atoms. His name was Peter Ronc, lived at the Cape, and leaves a wife and eight children. He was very industrious, a sober man, aged about 40. The engineer, not being on the engine, was uninjured. [Original source: *New York Reformer*, Watertown, N.Y., May 20, 1858]

Frequent rains hit Southern Tier Railroads

Frequent downpours in late July and early August caused washouts on NS in as many as thirty locations for WNY&P RR. For WNY&P, a bridge was washed out on August 5 and was replaced by August 15. [Railpace, October, 2003, pages 46,47]

Looking up ...

... slow but promising is the possible renovation of Buffalo's **NYC Central Terminal**.

It is estimated that it would cost \$54 million to restore the facility, which the city does not have as its finances are strained now. On the other hand, it is estimated that it would involve \$53 million to replace it: \$16.3 million for demolition and asbestos abatement, the remainder to replace with a prefabricated metal structure.

One of the factors hindering any project is its location. Too far from central city, and a poor neighborhood. This past year, 300 tons of debris was removed. The facility has been stripped of furnishings. A \$1 million grant from Erie County has been used to stabilize the building and seal it from the elements and intruders. In 1998 a grant was received to repair and light the tower's four exterior bronze and glass clock.

The terminal does receive visitors from places like Sweden and Los Angeles. This summer, a tour attracted 4,000 Western New Yorkers. [The Buffalo News website; 9/9/2003]

Meadville-Corry rail line receives attention

The Western New York & Pennsylvania Railroad is now directing its attention to improving the Meadville to Corry PA segment.

It has seen growth on the WNY&P line between Meadville, PA and Hornell, NY. Two years ago, they started with one customer and 150 cars a year. Now they handle 2,000 cars annually and about a dozen customers.

John Brown, rail freight director for the Pennsylvania Department of Transportation, favors when a company switches from highway shipments to rail. Each full train car keeps between three and four tractor-trailers off the road, which leads to less congestion and a third less pollution.

To date, the railroad has invested \$17 million in rehabilitation work. WNY&P goal is for a 50 mph service. Presently, they wish to solidify the track's ability to hold 25-mph and bring more sections up to 40 mph. [Erie Times-News website; 9/29/2003]

Thanks to Dale Hartnett, who scans the Internet for railroad related items, and submits them to this editor, who takes the liberty of deciding which ones would be of the most interest to Chapter members.

NERCA Comes to Finger Lakes

by John Becker

The NorthEast Rail Car Association, a division of the North American RailCar Operators Association took to the Finger Lakes rails during the weekend of September 13 and 14th. Twenty nine rail car owners converged in Geneva area to ride the lake rails.

On Saturday, the group 'set-on' the rails at Himrod for a trip south to Watkins Glen.

Sunday, the tour began in Geneva for a round trip to Canandaigua. On the return trip, the group stopped at the famed Shortsville Station for an hours break. This gave a large group of rail fans an opportunity to see the rail cars up-close. Many of the operators came from Massachusetts, New Jersey, Michigan, Pennsylvania, etc. The Shortsville rail station, now used as a LVRR museum, was open. The host museum staff gave interested folks a special guided tour.

The gaggle of rail cars was 'dead-headed' by a Finger Lakes RR high-railer. For many of the operators, the pace was slow. However, the operators were able to absorb the Finger Lakes beauty. I noted only one hapless railcar that succumbed to an electrical problem. This railcar was relegated to the rear of the pack completing the tour under-



Photos by John Becker



Amtrak conductors guilty of sealing.

Albany, NY – On August 14, two former Amtrak conductors pleaded guilty of stealing the money that passengers paid from paying fares on the train. In July, another three former conductors admitted keeping money.

An Amtrak inspector has found that at least \$1.4 million has been stolen from Amtrak by conductors and assistant conductors. To date 110 conductors have been fired and 20 have resigned. Amtrak employs 1,200 conductors and assistants. [albany.bizjournals.com; 8/15/2003]

Vandals hits Hogwarts Express

London - The steam train used in the Harry Potter films was hit by vandals who caused thousands of dollars worth of damage in early September. It is estimated that \$5,000 will be required to removed the graffiti. [news.yahoo.com/news; 9/4/2003]

ARHS holds convention

Anthracite Railroads Historical Society, with assistance of Susquehanna Valley Railway Historical Society, held a three-day convention in Binghamton, NY on Oct 3-5.

Scheduled guest speakers were Richard Palmer, Bob Pastorkey, Bob Gongleski and Bill Caloroso.

Besides a banquet, a trip was made over the Tioga Scenic Railroad between Owego and Newark Valley. [Susquehanna Valley Railway Historical Society's *Feedwater Heatex*, Sept-Oct, 2003.]

Quiz Answer:

The double-ended GG-1 electrics had a 4-6-6-4 wheel arrangement. The Pennsy's 4-6-0 Ten-wheeler steam locomotives had been given a Class G designation. Since the GG-1 could be fancifully imaged as analogous to a pair of back-to-back Class G Ten-wheelers, it was therefore identified as a "double G" GG-1. Similar logic was applied to the earlier Pennsy DD-1 4-4-4-4 electric, as a Pennsy 4-4-0 was a Class D. [Uitca & Mohawk Valley Chapter NRHS *Tower Topics*; October 2003]

Solving a murder mystery while riding the rails.

Carbondale, PA -- On August 16, about 300 riders left Scranton at 11 a.m. to Carbondale for lunch. On arrival at the station, they were to see Max I. Million who was to present \$1 million for rebuilding the Irving Theater. But someone had met a foul end and absconded with the money.

Real-life detectives were on the scene, marked by a chalk outline of the imaginary corpse. Clues were available at the scene as well as at various city businesses. Visitors, while walking around the town, encountered costumed actors portraying characters and suspects, who would offer hints on whodunit

Everyone received a free sample of "black diamond", a piece of anthracite coal that promoted the area's early industrial growth.

The train returned to Scranton at 3 p.m. [scrantontimes.com, 8/15/2003]

[Ed. This sounds like something that the two museums could produce, since we have

Scanton/Hoboken project advances

The rail-line project between Scanton, PA and Hoboken, NJ received \$5 million in funding from the U.S. Senate Appropriations Committee.

About \$1.5 million will be used for the first phase: Major Investment Study which includes preliminary engineering, environmental studies and compilation of ridership statistics from the 2000 Census. [scrantontimes.com; 9/5/2003]

Maglev to go operational in China

[Since Duncan Richards presented a slide show last month on China Railroads, with emphasis on steam, the editor thought readers may be interested in what China is developing for the immediate future.]

MAGLEV stands for Magnetic Levitation, a technology that provides electrical propulsion of a vehicle along a guideway at high speeds. A main feature of MAGLEV is that friction is practically eliminated by (in the Electromagnetic Suspension, or EMS, form developed for China) electromagnetically suspending the vehicle in air while in motion. In addition, flanges or other lateral positioning devices and their resultant friction are made unnecessary by electromagnetically maintaining lateral centering along the guideway. The electromagnets are attached to the vehicle and are powered by on-board batteries. The lateral and vertical suspension air gap size is sampled 100,000 times per second, and the current to the electromagnets is continually adjusted to maintain the air gap size within acceptable limits.

The propulsion motor is split between the vehicle and the guideway structure. Basically, its "stator" is attached to the guideway and is energized by a three-phase alternating current, producing an electromagnetic field that moves along the length of the guideway. The rate at which it moves is related to the alternating current frequency, and ultimately determines the speed of the vehicle. The "rotor" (or what would be the rotor in a conventional motor) is the row of electromagnets attached to the vehicle, drawn along by the moving stator field. Thus, the row of battery-powered electromagnets is used for both suspension and propulsion. This type of linear motor is not new, as it is used, for example, in industrial conveyor belt and amusement park ride applications. What is new, however, is the use of the technology for heavy vehicle at high speed.

While there have been a number of false starts for only a handful of worldwide experimental full-scale EMS MAGLEV systems, it appears that China is ready to inaugurate, in October 2003, an operational MAGLEV capable of 300 mph top speed. The MAGLEV trains, three of them, will run from downtown Shanghai to Pudong International Airport, a distance of about 18 miles, making the journey in about eight minutes. Each train will consist of five cars and will carry as many as 574 passengers. The trains could potentially carry upwards of 10 million passenger annually.

More >>>

The technology for the Chinese system was developed by the German firms Siemens AG and Thyssen Krupp AG, who formed Transrapid International GmbH in 1998 to develop MAGLEV transportation. Siemens built the propulsion, control and safety systems, while Thyssen built the vehicles and motors. Shanghai Maglev, a joint venture of Chinese government-funded enterprises, fabricated the elevated guideway sections. The first demonstration ride reaching about 260 mph, occurred on December 31, 2002.

The United States is lagging behind in this area. A short, low-speed MAGLEV monorail was tested at Old Dominion University, Virginia, but requires further improvement, for which funds are lacking. Airport-to-urban area MAGLEVs for Pittsburgh, PA and Baltimore/Washington, DC have received some funding from the FRA, but would not be operational until 2012, if even completed. Also only one system of the two would receive funding.

The information above was extracted and condensed from an article by Philip Holmer in the "IEEE Spectrum" of August 2003. IEEE is the Institute of Electrical and Electronics Engineers, Inc.

[Utica & Mohawk Valley Chapter NRHS *Tower Topics*, October, 2003, pages 14,15]

NYC Caboose #19513

Bob Fitch replied to Harold Russell's request about NYC cabooses and sent the photo below with this explanation.

Almost every evening a 0-6-0 switcher pulled the daily output of East Rochester Car Shops to the Atlantic Ave. yard.

The photo was taken by Leigh M. Fitch about 1941 in a field beside Bob's folks

Lyon Lodge sponsors RR trip along Seneca Lake

Lyons Elks Lodge #869 is hosting a Fall Foliage Excursion on October 18 in cooperation with the Finger Lakes Railway Corp.

The two trips consist of an engine and two 1954 refurbished former Canadian National mainline coaches departing Himrod, NY at 10:00 AM and 1:00 PM, and traveling towards Watkins Glen on the two hour trip.

Tickets are \$15 per person; children under two ride free if upon the lap of an adult. For information, call the Lodge at 315-946-4844 Mon-Thu, 8 AM to 5 PM E-mail address is: RCWLAW@USADATA.NET

'Thomas, the Tank Engine' was a popular hit

The Adirondack Scenic Railroad arranged the visit of Thomas for six days (June 20-22 and 27-29). Over 17,000 of Thomas' friends were on hand to welcome him.

The Utica and Mohawk Chapter members were also on hand to invite attendees to see their former Santa Fe dining car, NYC 0-6-0 steam locomotive, and PRR cabin car. In addition they volunteered to show Adirondack Railway's Alco RSC-2 which was also open. [Utica & Mohawk Valley Chapter's *Tower Topics*, September 2003]

[Since the Chapter's equipment is displayed at the restored Utica Union Station, passengers on Amtrak trains must have wondered what was going on!]

home on Penfield Road on the south side of the tracks. Bob states that this was a great place for train watching the early '40s.

This location was 100 feet east of the NYC overpass on Penfield Road in Brighton.



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

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Chapter Meeting & Program:

**Cleveland in the
'70s**

by **Bob Zimmerman**
Thursday, October 16, 2003
40&8 Club

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Editor: Gale Smith

Printing: Bob Miner/Gale Smith/Jerry Gillette

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: (585) 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. Also can send by e-mail to: gale299@frontiernet.net. **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/>
