



# The Semaphore

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

March 2004  
Volume 46, No. 7

## Program for Mar. 18

### The "Colorful" Penn Central

by Richard Wagner

OK... You're thinking our March presentation is just another talk on black engines and green box cars after all, how could the Penn Central be colorful? And to add to that, you might even be thinking that you never really liked the Penn Central. If this is you, then give us a chance to change your mind! After this month's slide presentation by Chapter member, Richard Wagner, you may have a different opinion and come to know that not all PC locomotives were black and not all PC box cars were green. Who knows you may even come to appreciate the Penn Central! Oh yeah, if you liked the Penn Central, you are welcome too!

### Annual Banquet date: June 5<sup>th</sup>

The Rochester Chapter, NRHS Banquet will be held at the Doud Post on Buffalo Rd.

Starting time will be 6 o'clock. More details will be published at a later date.

### Chapter Library

11 May Street (by OMID Tracks) in Webster

Hours: 2 to 5 PM

SUNDAY, March 21, 2004

Library Phone: 872-4641

Welcome — Come and

### RailCamp 2004

The seventh annual Basic RailCamp 2004 will be held at Steamtown, Scranton, PA on July 18-24 (Sun-Sat).

Tuition is \$750 per person; the \$100 discount expired on March 1, 2004. For more information, write: Basic RailCamp 2004, NRHS, PO Box 58547, Philadelphia, PA 19102-8547; telephone: 215--557-6606; RailCamp@nrhs.com. [American Rail Link, Issue #139].



Utica-McConnellsville Turn being flagged over Humaston Road Crossing. Note flanger #60077. March 12, 1980 at 1:30 PM. (Photo by John Weber, Utica & Mohawk Chapter.)

### More on Humaston & Hojack

John Weber, of Utica & Mohawk Chapter, sent three photos on Conrail #1918 crossing the road where once upon a time Humaston was located. Nothing but evergreens there now. John noted that this branch was cut back in segments until a flood caused by beavers in November 1980 washed out 200 feet of track. Conrail decided not to make repairs, so line was again cut back to its present termination at West Rome. His notes indicated that five boxcars were stranded by the washout at McConnellsville, and were truck-traileried out in April 1981. The McConnellsville depot was moved to Canal Village in West Rome and restored

### What Are Volunteers?

Submitted by Rand Warner

*Volunteers are like Fords*

They have better ideas

*Volunteers are like Coke*

They are the real thing

*Volunteers are like Pan AM*

They make the going great

*Volunteers are like Pepsi*

They're got a lot to give

*Volunteers are like Dial Soap*

They care more; don't you wish everybody did?

*Volunteers are like VOS Hairspray*

Their goodness holds in all kinds of weather

*Volunteers are like Hallmark Cards*

They care enough to send the very best

*Volunteers are like Standard Oil*

You expect more and you get it.

But most of all ..

*Volunteers are like Frosted Flakes*

**They're Grrreat!**

### Track Car Training Schedule

by Harold Russell

All persons who want to be Track Car Operators for the 2004 season are required to attend one classroom training session, pass a written test, and operate a track car successfully during a 'hands-on' session. **This applies to experienced operators as well as newcomers.**

All training will take place at the New York Museum of Transportation, 6393 East River Rd, Rush NY.

*The schedule for this training is as follows:*

**Saturday April 3:** Classroom 9:30 AM Sharp

**Saturday April 17:** Classroom 9:00 AM Sharp

**Saturday April 17:** Hands-on 10:00 AM

**Saturday April 24:** Hands-on 9:30 AM

**Saturday May 8:** Hands-on and classroom if necessary at 9:30 AM

A weeknight class can be scheduled for those who cannot make the Saturday dates.

**Track Car operations will begin May 16<sup>th</sup>.**

## Florence Haulser

Our condolences to Chapter Member Chris Hausler, on the passing of his mother, Florence Haulser, on February 7<sup>th</sup>.

The Chapter extends deepest sympathy to Chris, his sister, Laurie Haulser, and their friends.

## Harold E. Achilles

Harold Achilles, who passed on February 24<sup>th</sup>, was the father of Chapter member, Robert Achilles. Harold was a chemist.

Members of the Chapter extend deepest sympathies to Bob, his family, sister, Marcia McComb, and other family members.

## Richard C. Barrett

Richard C. Barrett passed away on February 12 after a brief illness.

Dick was a noted author and publisher of railroad related books. Among them were "The Illustrated Encyclopedia of Railroad Lighting, Volumes I and II" and "Adams: Westlake Switch Keys" These are cherished by collectors.

Richard was also a coauthor with Ronald Amberger on "Canal Boats, Interurbans & Trolleys" published by the Chapter; now out of print.

Dick was a long time member of the Chapter. He was a past president of the Chapter, editor of *The Semaphore*, Stores chairman and Publications chairman.

Dick was also a key member of Key, Lock & Lantern, and among other things served as publisher of their magazine for many years. He also owned his own publishing firm: Railroad Research Publications.

The family has suggested either the New York Museum of Transportation or the Rochester Chapter of the National Railway Historical Society for memorials.

Our condolences to Nancy, his wife, and family members for their loss.

## Chapter's WebSite

If you haven't looked at the Chapter's website recently, we urge you to do so. Chris Hauf has devoted considerable time in keeping this site up to date.

The URL: [www.rochnrh.org](http://www.rochnrh.org)

## Nominations open for upcoming election.

John Kernan is chairman of the 2004 Nominating Committee. This year ALL (6) officer positions, along with two trustee positions are up for re-election. Members who are interested in any of these positions should contact either Harold Russell (427-9159; haroldrussell@juno.com, or John Kernan (671-8719); johnkernan@kodak.com as soon as possible. The elections will be held at the May meeting.

## Chapter Store at Batavia Train Show: April 4

In addition to the Chapter's book store again being present under the auspices of Don Wawrzyniak, the Chapter will have an additional table to promote our mission and museum as well as the joint operations we conduct with the NYMT.

Chapter volunteers are being solicited to come out and promote the Chapter, and being dressed in RR attire such as conductor, engineer, etc. is encouraged. Admission to the show for interested members will be FREE provided they contact John Kernan (585/671-8719) in advance.

## Russell's caboose plan in print

Harold Russell has another modeling plan published in the April 2004 issue of *Model Railroader*. This time it is on NYC 19000-series wood caboose. These cabooses were noted for low cupolas to allow for tight clearances on lines east of Buffalo. With the arrival of bay-window cabooses, the low-cupola ones could be found west of Buffalo as replacements for the high-cupola ones.

Harold's drawings are based on NYC 19877. Sounds familiar? It was donated to the Rochester Chapter in 1987. Besides the scale drawings, there are three views of its interior.

## STILL Still Looking ...

The Chapter is still in need of a person or persons to oversee **PUBLICITY**. Now that we will soon be starting our 2004 Season, it is important that we let the public know we exist and what we offer.

So we encourage a volunteer (or two) from our membership to contact Jeremy Tuke, 14 Robinwood Tr. Rochester, NY 14623-5431, phone: 585-359-8944; e-mail: jnmk2k@frontiernet.net. Jeremy awaits your call!

## Membership Report

Janet Dittmer, Chairperson

Welcome to this new member:

**Patrick Waterman**

24 Landsdowne Lane  
Rochester, NY 146189  
383-0565;

PWaterman@Fraengineering.com

Interests: Helping with the design of the pit for the Restoration Building.

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Janet has not been able to get any information from National on when the second notices are going out. They are very far behind; new memberships she sent to them in December have yet to be issued membership cards! If you have received your 2004 membership card, then you have been renewed. Please ignore the second notice. If your check has been cashed, but you have a new address, she is still waiting for the new address card; you have been renewed.

## Membership Rates:

National + Chapter membership:	\$.40
Above as Family membership	.... \$52
Local* .....	\$20
Local as Family* .....	\$29
(* Holds National membership elsewhere)	
National only.....	\$20
National as Family only.....	\$23
Subscriptions only: .....	\$8

## Membership Contact:

Janet Dittmer, Membership Chair  
983 N. Winton Rd.  
Rochester, NY 14609-6824  
<daveluca@frontiernet.net>

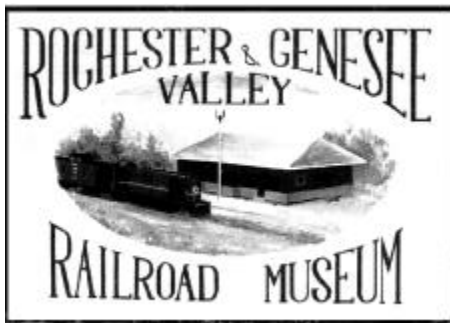
## Correction on Dec. article.

In the December 2003 issue, we reported on a SUNY Brockport model train exhibit was being used to assist in therapies. The address for the company in this partnership was incorrect. It is:

Paul and Gina Mangiamele  
The Electric Train Company  
2 West Main Street  
Victor, NY 14564 (Not Fairport)

## Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, John Kernan, John Redden, Charles Robinson, Harold Russell, Jeremy Tuke, Rand Warner, John Weber, Utica & Mohawk Chapter.



## MUSEUM MUSINGS

by Dale Hartnett

### **We all have dreams.**

Maybe we dream of winning the lottery. Or watching our grandchild graduating college. Perhaps our dreams are reminiscences of days gone by.

It's very hard or even impossible to turn dreams into reality.

### **Dreams, Part 1:**

Yet we can turn folks' dreams into reality at our Museum.

For our visitors, it's fantasizing what it's like to live in another time and another place. Or it's imagining that that they spent their lives as a brakeman or engineer instead of behind a desk.

Our job is to turn those dreams into reality.

To do that, we need to do everything we can to help suspend reality. The way we dress, the way we talk, the way we present our facility all play a part in make the dream seem real.

We shouldn't do anything that dispels the dream.

And we should invite dreamers to LIVE their dream with us. We need to invite the dreamers to join our group, to bring their friends and to ride our excursion set.

What a tragedy it is when people are awakened to the reality of everyday life when they could be living their dream.

*We are all dream masters. Lead on!*

### **Dreams, Part 2:**

We help our members and volunteers LIVE their dreams.

How many people can truly say, "I LOVE what I do for a living"?

How many people can say that they get dirty and sweaty every Saturday working with some obstinate, frustrating piece of equipment and love every minute of it?

Scientists tell us that people who dream in their sleep are among the best rested. I

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## 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@foxrochester.com

suspect that people who live their dreams are the most at peace with themselves and with life.

*Have you done enough dreaming lately?*

## Fun All Year Long

by Rand Warner

It's only February and already we've had TWO fun events — the "Year End Party" in January and the "Caboose Sleepover Party" in February. We also have announced the (Annual) "Chapter Banquet" for June and of course, we'll have the "Annual Picnic" in September. That leaves several months of possibilities for more fun times; such as another "Bicycle Trip" on railroad rights-of-ways, a possible "Boat Trip" to visit dockside/waterside historic railroad sites, and of course, the ever famous Dale Hartnett's and John Redden's "Road Trips."

So join the Chapter and join the Fun. The possibilities are almost endless. We don't have to be working hard ALL the time!

## Telegraph Chatter

by Rand Warner

Chapter member Chris Hausler, who is a member of regional and national historic telegraphy groups, would like to put us "on the air" at our R&GVRM.

Initially we could have a small scale system - for demonstrations to visitors - between the Depot agent's room and the Rochester Lockport and Buffalo trolley waiting room.

Later we could expand it via a modem to link up with NYMT, using existing telephone lines or a radio link, on a temporary basis.

Ultimately, we could have a real wire line, with copper-clad steel wire, glass insulators, and all; to connect on a permanent basis with NYMT.

We have most of the equipment needed, and Chris can readily procure the rest at very modest expense.

Something to look forward to! Give Chris a jingle if you'd like to assist. (585/334-4445; jchausler@earthlink.net)

## Three New Young Railfans Join Program

by Dale Hartnett

The Young Railfans Recruiting drive held early February resulted in three new members for the Chapter's Young Railfan Program.

New members include Aaron Wallach of Pittsford, Nicholas Wilson of Hamiln and Clayton Killenbeck of Hamiln. The Young Railfans program now has nine members.

Please make them feel welcome at the Industry Museum and Chapter events.

The Young Railfans group is open to males or females between the ages of 14 and 21. The program is a Venture Crew chartered to the Chapter by the Otetiana Council of Boy Scouts of America. No previous scouting experience is needed. The group; typically meets twice a month, generally at the Industry Museum.

Thanks to Chris Hauf, Jeremy Tuke, John Redden, Dave Luca, Rand Warner and Dale Hartnett for participating in the recruiting meeting.

Thanks also to Charlie Marks and Scott Killenbeck for their assistance with the group during their days at the Rochester & Genesee Valley Railroad Museum.

It's also not too late for additional new members. Please contact Dale Hartnett ( 5 8 5 / 2 4 3 - 0139, [dhartnet@foxroche](mailto:dhartnet@foxroche)

## Some dates in history

2/26/1973: The Chessie System Inc. was formed, and Chessie System Railroads was adopted as the new corporate identity for C&O, B&O and WM railroads.

2/27/1865: The legislature of Pennsylvania enacted the Railroad Police Act - the first act officially establishing railroad police.

3/1/1968: The Penn Central Railroad was formed by merger of the New York Central with the Pennsylvania Railroad. [*American Rail Link*, Issue 147]

## Motive Power Update

by John Redden

### Gasoline Locomotives

Recently the brake rigging and control linkage on the Plymouth Locomotive was disassembled and cleaned by Rick Israelson, Norm Shaddick, John Redden, and Kevin Klees. A new rear brake shaft was fabricated and installed from brand new stock, by Kevin Klees in his home shop. The previously restored brake lever and its quadrant were installed at the same time, so we now have our first control lever re-installed in the cab of our smallest loco. With the fabrication of a few simple pins and rods, the brake system will be functional again for the first time in decades. This brake system is a simple mechanical linkage that is equalized to apply equal pressure to all four brake shoes.

### Steam Locomotives

Our Steam Team continues to meet on the first Saturday morning of each month, at the Industry Depot. If you have an interest in assisting with the Steam Program, please contact Ron Amberger or John Redden, or simply stop by.

Cosmetic restoration of the Brooklyn Navy Yard #12 was started this month, by Young Railfan Aaron Wallach. He has started stripping paint off of the cab of the locomotive, in order to prepare it for a fresh coat of black.

### Diesel Locomotives

Work continues on the Rochester Gas & Electric 45 ton locomotive. We had considerable progress in the disassembly of the troublesome number one prime mover this month. Exhaust piping, the intake and exhaust manifolds, the fuel lines and the rocker arm boxes were removed by Kevin Klees, Chris Hausler, and John Redden.

Our U.S. Gov't 80 ton GE number 1654 was used to fetch the Penn Central transfer caboose from Siding 6, and bring it down to the yard for another successful caboose sleepover.

Several checks of locomotive batteries and their charging systems were performed this month. This sometimes difficult task requires someone to trudge through the snow drifts in sub freezing temperature, and check on the chargers and batteries. It does allow us to keep our expensive batteries serviceable

## Electrification Progress

Rand Warner, Facilitator

Saturday, 21 February may have been our all time record for size of indoor work force!

Bob Miner and Dick Luchterhand were building pull offs for the catenary per Charlie Lowe's instructions.

The substation team included Jim Johnson, Dick Holbert Charles Harshbarger, Bill Chapin, Scott Gleason, Dan Waterstraat, Ed Van Horn, Bill Blaesi and Rand Warner. The first 400-amp fused disconnect switch is mounted. Conduit trays are in the former manure trough being used to reach the outside world. Dan Waterstraat is working on the partial use of the remote resettable dc disconnect, a huge knife switch, and ac and dc power indicator lamp banks. Scott Gleason and Bill Chapin were cutting Kindorf structural forms to mount more components. Jim Johnson and Dick Holbert are arranging calibration of the main ac circuit breaker for the rectifier. Charles Harshbarger, Jim Johnson, Dick Holbert and Scott Gleason were mounting components. Rand Warner was documenting final design details. Ed Van Horn was critiquing the design with Bill Blaesi.

All conduit, switchgear, hardware and fittings are now on hand. When components are mounted to the cinder block walls, we will start pulling cables and making up joints and connections.

Heavy wire for the ac side and the dc side wiring is next to be procured.

We have been working at least every Saturday since the first of the year. The next month or two will see all the components mounted and the start of pulling wire and cable.

## Thanks to ...

**Dick Bean** for donating a brand-new chain saw to the Chapter. This is a very useful item at the Depot, where wood is the primary fuel in the Winter.

**John McDonald** for arranging the donation of a chrome exhaust stack and flapper valve for the Caterpillar D7E bulldozer.

**Mark Vitale of Vitale Construction**, Piffard, NY for once again making a kind donation to the Chapter's Construction Department. Mark read in a previous *The Semaphore* that we needed a surveyor's level, and donated a K+E automatic level, tripod and level rod to the Chapter. This equipment will be put to good use setting earthwork elevations around the Restoration Building this spring. Thank you Mr. Mark Vitale!

## Wood Workers of the World

by Rand Warner

Wood workers of the World Arise! Stand up and be counted as volunteers at the R&GVRM!!

We currently have wood worker volunteer opportunities for the following museum projects.

- ? Rochester Lockport & Buffalo interurban trolley #206. See Bernie Cubitt, 352-3064.
- ? Overhead Line Car #01. See Rand Warner; 425-8586.
- ? RW&O/NYC Crossing Shanty. See Charlie Marks; 637-4271.
- ? WAG/B&M Snow Plow. See Jesse Marks; 637-4271.
- ? BR&P/B&O Caboose. See Dave Luca; 288-0318.
- ? NYC Caboose. See Dale Hartnett; 243-0139.
- ? FGEX Reefer. See Rand Warner; 425-8586.

## 2004 Special Events

### May 16 (Sun.) - Joint Operation Opening Weekend

Both museums open. Track car rides resume, weather permitting.

### May 16 (Sun.) - "The Return of Casey Jones"

The completely restored, former Rochester Subway 'Casey Jones', will be demonstrated.

### June 20 (Sun.) - "Gandy Dancer Day"

Demonstrations of track work.

### July 18 (Sun.) - "Worlds in Miniature"

Models of steam engines, boats and dioramas – some operating.

### August 21-22 (Sat. & Sun.) - "Diesel Days"

Visitors get to ride in our diesels locomotives or cabooses.

### Oct. 31 (Sun.) - Last Day of Joint Operations.

Track car rides end. R&GV RR Museum closes; NYMT remains open year round.

## Symposium: Railroading in an Industrial Setting

This 4-day symposium is June 17 through June 20. Full program w/o accommodations is \$525/person. Accommodations at Duquesne University residence hall. Sponsored by Penn State Altoona. Website is: [www.aa.psu.edu/railroad](http://www.aa.psu.edu/railroad).

Mark your Calendar for  
the Annual Banquet for  
June 5, 2004!

## Railroading at Lake Ontario

by Rand Warner

Did you ever stop to think about how many railroad activities we had relative to the water around our the Rochester area?

Starting from the west side, we had the Manitou Line Trolley crossing Braddocks Bay area of Lake Ontario to get to Manitou Beach.

We had the iron foundry operations at Charlotte Harbor area, served by RW&O and the BR&P. This area later became Ontario Beach Park, again served by RW&O and BR&P.

Going south along the west shore of the Genesee River, we had the large BR&P/B&O complex at Turning Point, where coal freighters were loaded from the trestle work at the docks, and where ferry boats came in to pick up passengers, freight and rail cars for Colburg in Canada from Rochester.

Across the river from Charlotte was Windsor Beach, served by the Rochester & Irondequoit RR trolley line.

Going east along Lake Ontario, we come to SeaBreeze Amusement Park served by the Lake Ontario Railroad trolley line and RW&O.

Near the bottom of Irondequoit Bay was Glen Haven Amusement Park, originally served by the narrow gauge Glen Haven RR, which was later converted to trolley, and still later, extended to Sodus Point as Rochester and Sodus Bay Rwy.

North of Ontario and Furnaceville, on Lake Ontario, iron ore was shipped out to Charlotte, for input to the blast furnaces. Some of this ore also went by RW&O from the open pit mines north of Ontario Center and the RW&O.

Further at Sodus Point on Sodus Bay, we had the huge coal docks for Lake freighters, served by the PRR, and also the passenger service to the village provided by the PRR and the Rochester & Sodus Bay trolley line.

Still further east, we had the coaling docks on the Lehigh Valley RR at Fairhaven, again to load lake steamers.

In Rochester's downtown area, we had the Rochester and Lake Ontario RR, with its station on the river at the Current High Falls area. This location, at Commercial Street, was also served by the Rochester Railway's city cars.

The Lehigh Valley yards were located on the east side of the Genesee River, where Time Warner and 185 Mt. Hope high rise are now located. LV had facilities to transload water craft.

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The Erie Railroad yards were directly across from the Lehigh Valley, on the west side of the Genesee. They were also adjacent to the river edge, so could transload boats. [Ed. These boats/barges arrived on the Genesee via the Erie/Barge Canal. The Court Street dam was constructed to elevate the river's water level to that of the Canal.]

Who has a boat big enough, safe enough and reliable enough to make a water trip excursion of all of the above rail locations on water ???

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## Library Report

Charles Robinson, Chairman

The Library will be open for *your* general use on **Sunday afternoon, March 21 between 2 and 5 PM.** Last month members, came out to see our enlarged tape collection. Before weather becomes warm and uncomfortable for working outside, come out to see us and enjoy your favorite book or old rail magazine for historic reading.

The principal activity this month was clearing out magazines that were duplicated of what we had. If members wish to take advantage of these surplus magazines they should come out. Purges of our over supply came suddenly and announced. This one was instigated and mostly carried by Bob Miner to clean up the place.

The library chairman will resume examining the surplus books on the shelves with the idea of making some of them surplus and available for sale. We need more shelf space for incoming books. Jerry Gillette and the chairman are currently filing away an earlier donation of railfan material. This batch contained Baldwin flyers on their then new line of diesel locomotives for main line, switching and industrial use.

Charles Woolever generously donated a small quantity of timetables plus a 1904 Pennsylvania Excursion Book. If you want to see the resorts and sights of the good old days, look here. He also gave several years of Delaware & Hudson historical group publications.

*Hope to see you at the library.*

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**Recent patrons have been several nonmembers doing research. That is most gratifying!**

**One team is looking for the history on the Ontario Hojack station. They wish to preserve it and time is short! If our members, or reader, have information, please contact the Wayne County Historical Society office in Lyons.**

## Correction:

### China's MAGLEV is out

Several issues ago, *The Semaphore* carried an article on the development of a MAGLEV system that was said to be put into operation.

Such is not the case. An experimental system was built. However the costs of building an unproven system was too high to go ahead.

A traditional light rail will be built instead. [Utica & Mohawk Valley Chapter NRHS *Tower Topics*]

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## Canal bed interurbans

From January 1947 *Railroad Magazine*

Submitted by Rand Warner

"In the early days of steam railroading, every so often a road would buy up a canal company that wasn't doing so well financially, drain off the water and use the tow path or bed of the canal for a right of way," observed Felix Reifschneider, Orlando, Fla. "In some instances this was done by electric lines, too. The Elmira & Seneca Lake was built along the towpath of the abandoned Chemung & Seneca Canal. In 1923 the Rochester & Syracuse interurban relocated its tracks through Lyons, N.Y., in the bed of the Erie Canal. In this same canal bed, several miles west of Lyons, the Rochester subway line was constructed in 1928.

"Newark, N.J., has its city subway, opened hardly more than ten years ago, in the bed of the former Morris & Essex canal. And the never-used Cincinnati subway was built in a canal bed. Can any readers name other electric lines that made use of abandoned canals?"

[Ed. The lobby of a restored Akron, Ohio, theater extends over a canal bed—makes a rather long lobby!]

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## Remember this Bill C.?

Over 50 Years ago the *NRHS Bulletin* contained this notice:

"Rochester Chapter reports a farewell trip August 4, 1951 on the B&O number 67, between Rochester and Perry, marking the end of 71 years of passenger service. Eight chapter members made the final run—Frez Merz, Jack Collins, Bob Gerling, John Bacon, **Bill Chapin**, Joe Hendricks, Fred Seymour and Ray Frost." [NRHS *Bulletin*, Fourth Quarter, 1951, page 31; submitted by Rand Warner]

Bill, as the remaining member of this octet, could you enlighten your fellow members about this occasion?

## Coldwater Toolhouse: the video

by Lynn Heintz

In 1944 Gene Eichas came home from the war and worked for a few months on his dad's farm which was located adjacent to the NYC mainline on Coldwater Rd.

There was a freighthouse and two toolhouses located along the running track and team track on the north side opposite the depot, which still stands today. Up until the late 40s a section gang was based there, but during the war years 2 or 3 camp cars were on the end of the team track year around depending on the workload.

The NYC housed the workers in these cars, all of whom were Mexicans brought here to work due to shortage of regular employees. The foreman was American and had an office in half of one of the toolhouses. Within months after hostilities ended the Mexicans were "sent packin" as they were soon replaced by the returning regulars. It wasn't long before the railroad started reorganizing the work gangs to make larger sections and the Coldwater section gang was one of the first to go. Probably increased mechanization also helped to enable this "downsizing while upsizing."

The toolhouses became storerooms for rail supplies and a signal gang used one as a base while doing signal upgrades. With the early 50s they were fast becoming unused and unneeded. One was razed and in 1954 the remaining toolhouse with the office was about to suffer the same fate when Gene's dad became aware of the situation. It didn't take long for the division engineer to agree to give it to him if he could move it within a week. Two friends that did excavating were contacted and a small dozer was brought in to move the toolhouse, now on skids, across the frozen pasture to a spot near the barn. Not a chance, that toolhouse wasn't leaving that easily. Another small crawler was hooked in tandem (Mr. Scnalon note) and with a lot of gut pulling and swearing she left for a new home. It was used by the Eichas family for about 40 years; the farm was being reclaimed by mother nature and then Gene sold most of the land for an industrial tract.

In 1995, I stopped to talk to Gene and learn what I could about the toolhouse. He told me if anyone wanted it to come and get it. Conversations with various members of the Chapter resolved that it was not a right fit considering the expense and equipment required to move it to Industry. It sat for a couple of years and then Gene gave it to his nephew for the scrap lumber. I was able to

document it with photos and Gene gave me the large sliding door and cast iron chimney jack to be recycled at our museum. The room where the speeder was stored had one wall that was sheathed on the inside. It and the back of the door looked like a document themselves; many of the gang members had carved their names into the wood, some with dates and towns.

About 15 years ago, Conrail pulled the team track and running track through Coldwater. If it were not for the depot remaining, one could hardly tell this area was once a hub of activity.

Gene's dad also did another good deed for railfans. He was fortunate to have a movie camera and filmed the scene with the two dozers pulling the toolhouse from the right-of-way. It is only about two minutes long but a copy is now located in the Chapter

### Fostoria, OH — great train watching place.

The February and March issues of *Railpace* Magazine has feature articles on the ex-Baltimore & Ohio main line between Deshler and Willard, Ohio. This road is now operated by CSX.

Fostoria at one time had four main railroads forming two "iron triangles" patterns: New York Central, Baltimore & Ohio, Nickel Plate/LE&W, and Chesapeake & Ohio. The NYC trackage has been abandoned except for local switching. Norfolk and Southern has taken over the NKP routes. CSX acquired the B&O and C&O roads.

Last summer on my trip to Ohio, I spent about 15 minutes in Fostoria near tower "F". In that time period, saw four trains, one of which was transferring from a northern road to a eastern road. It must cause crossing grade engineers gray hairs to coordinate all those circuits protecting road crossings!

Several Cincinnati Railroad Club members make annual trips to Deshler and Fostoria to watch trains (and scout eating places!). Now I see why.

Also Willard, with its yards, is

### 3985 at St. Louis

Union Pacific Challenger #3985 arrived in St. Louis on January 16 and was on display at the Union Station on the 17<sup>th</sup>. However before it could depart for Houston and an appearance at the Super Bowl, a worn rod had to be replaced. Under cold weather and freezing rain, the repairs were made and the engine left on Thursday, the 22<sup>nd</sup>. [*The Gateway Railletter*, St. Louis Chapter, NRHS, Feb. 1994]

Did anybody see it on TV?

### Shows/etc.:

March 20-21: Rochester Model RR Club Open House, First Universalist Church, 103 S. Clinton Ave. Sat: 10-5; Sun: 1-5. Adults: \$3; 6-12: \$2; under 6: Free

March 21: RIT Model Train Show, sponsored by the RIT Model Train Club. RIT Student Union, Bldg. 4. 10 am to 3:30 pm. Adults: \$3; under 12: Free.

March 27: Western New York Railpace Slide Show. Whistle Stop Inn, 1338 Exchange St. Alden, NY beginning at 7 pm. Prepaid admissions only. *Duncan Richards to participate.* [*Railpace*, Jan. 2004]

April 4: Batavia Train Show, Batavia Down Race Track. Show hours: 9 am to 3 pm. *Chapter will have display of its Store; assistance by members appreciated.*

April 24-25: The Cornell RR Historical Society, NRHS will be holding their annual **Finger Lakes Railfan & Train Show** on April 24-25, 2004. Hours: Saturday: 10-5; Sunday 10-4. Place: The Field, NYS Rte. 34, four miles north of Rte. 13. *Contribution:* Adult: \$5; Child 3-12: \$2; Family \$10.

June 30 - July 4: 2004 National NRHS Convention: Minneapolis/St. Paul. Mainline steam trips are being investigated.

July 18 - 24: Rail Camp 2004, Steamtown, Scranton, PA.

August 1: Train Fest 2004. Dennison, Ohio; sponsored by Dennison RR Museum and Ohio Central RR. Steamers in show.

### Amtrak's betting on Acela

Amtrak ridership throughout the U.S. has shown considerable patronage last year over previous years.

They think that all the mechanical problems that affected early Acela fleet are over. They have acquired its 20th and final Acela train set, and now have 14 in service on a typical day. Four are usually out for inspection or service and two are usually held back as reserves. They plan to add a 15th Acela train in daily operation in April between New York and Washington.

Acela ridership was up 42 percent between November and January between Boston and New York compared with the same period last year. Ridership was up 1.5 percent on the more heavily traveled Washington/New York route.

They hope to be competitors against the airline's shuttle service, and appears to be accomplishing this goal.

On time performance was up 5% since the end of September to 75%. [*Reuters*, 2/23/94]

## Opposing trains stop 400 feet from each other

A westbound Amtrak train travelling near Kirkville (east of Syracuse) stopped just 400 feet from an opposing CSX freight train pulling 105 cars. Fortunately, both train crews became aware of the situation and applied their emergency brakes. Before the freight train stopped, the two-man crew jumped from their engine and were slightly injured. There were no passengers injured.

The investigation is still underway. News reports indicate that the CSX crew had obeyed their signals; the Amtrak half is still under investigation.

Over a year ago, an Amtrak train, just leaving the Syracuse station, rear-ended a freight train. There were injuries. The blame was placed with the Amtrak crew missed reading the signals. [*American Rail Link*, Issue 147]

## CSX continues to make headlines

The fatal accident on Winton Road that killed two people continues to be news in local media. The first reported speed of the freight was placed at 53 mph has been downgraded to about 35 mph; but still does not forgo the order for the crew to stop at the crossing as the signals at the Winton Road crossing had been reported as malfunctioning. It is reported that the circuits had been disconnected because of this problem.

In the meantime, the 12 RR crossings on the West Shore have been under review, where several highway signals have been erratic. A potential blame has been contributed to the use of salt used by highway crews. The salt, in combination with water, forms brine which is very conductive and could shunt across the rails, the same as the presence of a train.

The March 6 issue of the *Democrat and Chronicle* reports their investigation that, for the 2000-2003 data, CSX had 88% signal item defect rate, vs. Norfolk Southern's 22% and Delaware & Hudson/CP's of 107%.

Of the Total items reported, CSX defect rate was 33%; NS - 12% and D&H -192%. Highway crossing accidents were 58, 17 and 7 respectively. It was mentioned that CSX does run more trains, but data to correlate with train frequency was not available.

Page 7a of this March issue contains a map of the three railroads in New York State. [*Democrat & Chronicle*, March 6,

## B&O and LV Passenger Train Service to Rochester on February 1940

The following data is from the February 1940 *Official Guide to Railroads*. This year was selected as being near the end of the Depression and just before World War II hostilities became apparent.

The data has been arranged from the first to the last train for the day, which shows the activity for each station. The same workup is underway for or Erie, and NYC — if I don't tear my hair out first consulting all the NYC timetables! Enjoy correlating the LV schedules!

Thanks to the Cincinnati Railroad Club for this idea.

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### Baltimore & Ohio Passenger Service - February 1940

(From B&O Depot on West Main St.)

<u>Train</u>	<u>Time</u>	<u>Lv/Ar</u>	<u>To/From</u>
150	8:15 AM	Ar	East Salamanca
153	9:10 AM	Lv	East Salamanca
151-535	10:05 AM	Lv	Perry/East Salamanca
68	10:45 AM	Ar	Perry/Silver Lake Jct.
67	5:45 AM	Lv	Perry/Silver Lake Jct.
536-152	7:35 PM	Ar	Perry/East Salamanca

Note: Trains 537 & 534 provided service between Perry and Silver Lake Jct. No service to Colburg in 1940.

### Lehigh Valley Rochester Passenger Service - February 1940

(From LV Station on Court Street)

<u>Train</u>	<u>Time</u>	<u>Lv/Ar</u>	<u>To/From</u>
11	6:35 AM	Lv	Rochester Junction
11	7:03 AM	Lv	Rochester Jct. to Buffalo "The Star"
11	7:30 AM	Ar	Rochester Junction
17	10:50 AM	Lv	Rochester Junction
10	10:50 AM	Lv	Rochester Junction
17	11:11 AM	Lv	Rochester Junction to Buffalo: unnamed
10	11:17 AM	Lv	Rochester Junction to New York "The Black Diamond"
17	12:05 PM	Ar	Rochester Junction
10	12:05 PM	Ar	Rochester Junction
9	5:15 PM	Lv	Rochester Junction
9	5:46 PM	Lv	Rochester Jct. to Buffalo "The Black Diamond"
9	6:12 PM	Ar	Rochester Junction
4	8:40 PM	Lv	Rochester Junction
4	9:18 PM	Lv	Rochester Jct. to New York: unnamed
4	10:05 PM	Ar	Rochester Junction

### Rochester-Rochester Junction Service (13.2 miles)

712	6:35 AM	Lv	Rochester Junction
711	7:30 AM	Ar	Rochester
710	10:50 AM	Lv	Rochester Junction
717	12:05 PM	Ar	Rochester
706	5:15 PM	Lv	Rochester Junction
709	6:12 PM	Ar	Rochester
704	8:40 PM	Lv	Rochester Junction
705	10:05 PM	Ar	Rochester

Notes: Only Train #712 stops at Mortimer and Henrietta (on signal); Cedar Swamp is listed in the schedule but no stops.

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Chapter Meeting & Program:  
**The "Colorful" Penn  
Central**  
by **Richard Wagner**  
**Thursday, March 18, 2004**  
**40&8 Club**  
933 University Ave.

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**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:**  
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