



The Semaphore

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

November 2006
Volume 49, No. 3

Program for Nov. 16:

American Orient Express Ltd.

by **Bob Achilles**

Bob will talk about his experiences aboard the American Orient Express Limited. This luxurious train set was patterned after the famous European Orient Express.

In previous years AOE across the United States. This year it announced that they will confine future trips to the western states, Canada and Mexico, usually stopping at the popular tourists sites.

Place: 40&8 Club, 933 University Ave.

Meeting: starts at 7:30 PM.

Program: follows meeting after intermission.

Future Programs (Subject change!)

Dec. 21: *Depots in New York State*, by John Stewart

2007

Jan. 18: *Gold Coast and Danbury RR Museums*, by Harold Russell

Feb. 15: *RPO Car Operation*, by Chris Hauf

Mar. 15: *Member's Slide Night*

Apr. 19: *Rochester Branch of LV RR*, by John Stewart

May 17: *Montour Railroad*, by Bill Bigler

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2:00 to 5 PM

Sunday, November 19, 2006

Library Phone: 872-4641

THE BIG DIG IS DUG!

Tuesday, October 10, 2006 represents a milestone for the Rochester & Genesee Valley Railroad Museum - the big dig is dug! As darkness settled over the area north of the restoration building, a wide leveled yard area was visible for the first time! Likewise, the same vista lay south of the building - level land! At twilight, John McDonald had dumped the final load of earth that had been removed from the cut north of the building and expertly spread it on the fill area to the south. John was piloting a Caterpillar 627 twin-engined earthmover, which was on loan from Woodstone Earth Construction Company.

While the loaned earthmover has been out at the museum for about three weeks, we were unable to use it because the almost continuous rain over the period had turned our worksite into a quagmire!

The ground finally began to dry out over the previous weekend, and on Monday, October 9th a number of the volunteers came out to support John McDonald's use of the 627, including Art Mummery, Dave Luca, Joe Scanlon, Scott Gleason and Dan Waterstraat. Scott and Art used the chapter's CAT D7E bulldozer to push load the scraper. Joe Scanlon used the chapter's CAT 12 grader to help level the cut area between scraper passes. Dan Waterstraat used the Trojan loader to also help blade off the cuts and fills. On Tuesday the faithful came out again, some after working their day jobs and picked up where they had left off on Monday. By nightfall, the deed was done! And not a moment too soon! The rains have settled over Western New York again, eliminating hopes of any further grading up on the hill anytime soon!



John McDonald has the Cat 627B scraper under control as he completes a pass and brings the big machine alongside the Restoration Building on his way to dump another load of dirt in the fill area. [Caption and photo by Chris Hauf]

What remains is to trim and level the areas and shape the side slopes, but the mass excavation is complete.

A hearty thank you to Mr. Gary Rogers of Woodstone Earth for entrusting us with the use of one of his mighty CAT 627 scraper, and to all who helped literally for a number of years to make the big dig a success!

[Other views of this machine are on page 6.]

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

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Thanks to Depot Guides

by Dave Peet

To all members who worked as depot guides this season, many thanks for sharing your time with our visitors! We served over 5000 visitors from group tours and our public hours on Saturdays and Sundays. My apologies if I missed anyone - I know that many members worked as guides on Diesel Days!

Bob Achilles
 Jeremy Tuke
 Rand Warner
 Chris Hausler
 Lynn Heintz
 Bill Benzing
 Otto Vondrak
 Dave Scheiderer
 Harold Russell
 John Stewart
 Joe Werner
 Bob Miner
 Gale Smith
 John Hasselwander
 Rick Israelson
 Dave Peet
 Bob Moore
 Bill Blasei
 Bob Fitch
 Mike Root
 Dave Luca
 Donovan Shilling
 Irene Szabo
 Todd Blide

Reminder:

No Christmas Tree Trains this year

Due to on-going work on tie replacement and overhead trolley wire work, the Christmas Tree Trips in December are cancelled for this year.

Collection Management Policy

The Board of Trustees formally adopted a Collection Management Policy to better manage the Chapter's numerous and varied collections. This will impact railroad and construction equipment, our library and other items. The Committee, chaired by Jeremy Tuke, consists of Chris Hauf, John Stewart, Joe Scanlon and John Redden.

Track Cars — 2007

by Harold Russell

Many thanks to all the people who operated our track cars in 2006. We had a very successful season with record attendance.

We will be operating track cars in 2007. Presently TC-2 & TC-3 are residing in the Restoration Building at Industry. TC-1 is housed in the new trolley barn at NYMT. All track cars will be undergoing repair, and upgrading in anticipation of a successful and busy 2007 season.

There will be no Saturday operations next year. Trolleys operate each Sunday. Track car operating will commence May 20. Caboose day will be June 17, and Diesel Days: August 18 and 19. The last day of operations will be October 28.

Training for all track car operators will be offered in April and May. The dates will be established in January and published in *The*

Editor's Observations on Library Usage

The Library has a sign-in/sign-out log book to gauge the usage of our collection, so please do so when you visit. Only two patrons visit the library often—they like the videos; there are over 200. About four members use it for Chapter business, mostly for access to the copier. Rand Warner and Gale Smith uses it for research. And of course, it is used monthly for the printing, addressing and mailing of *The Semaphore*.

How can we encourage more use to justify its existence? That may determine if the Chapter wishes to invest in a more probable expensive facility, or place the collection in storage, which will hinder its accessibility.

Of course having it open for more times would be desirable. But it would need staffing. Presently, we schedule one period each month (now Sunday afternoons during the winter, and Monday evenings during non-winter hours.)

In addition, the library staff usually works one day each week, but since this is dependent upon staff availability, it is not a given. For the winter months, the staff may be at the library on Monday afternoons (our age demurs night driving!) Non-winter months, they are there Monday evenings.

Please give your comments to Charles Robinson, 377-4245, c2robinson@aol.com.

Membership Report

Jessica Stallone, Chairperson
 membership@rochnrhs.org

No new members or address changes this month.

Although Jessica has heard from the National about delivery of dues statements, she has not yet received same. So stay tuned!

Library Report

Charles Robinson, Chairman

The library is now switching to its winter schedule that avoids the late evening hours in the midst of winter. The open hours for general use will now be on a Sunday afternoon between 2 and 5 PM and the weekly work sessions of the library will be moved to Monday afternoons between 2 and 5 PM.

Thus the next open hours for general use will be on Sunday afternoon November 19 between 2 and 5 PM. Come see and use the library when you can.

The planned painting of the front and back platforms as projected last month was completed. There a few more spots that need coverage on the platforms and steps but since the paint ran out it was decided to wait until next spring to cover them.

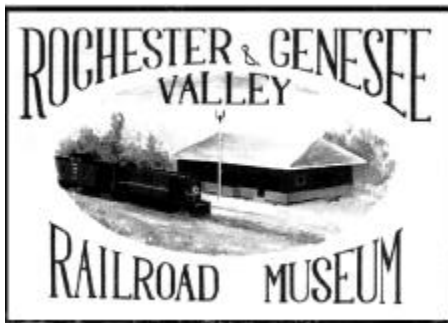
As is well known by now, the library has to move out of its present location into a new currently unknown location by the end of 2007. To start on this transition, Jerry Gillette and the library chairman are now measuring the collection to determine how many boxes the various parts of the collection would need in a move. Measurement of the bookcase and furniture sizes has also been carried out.

The Chapter Trustees have formed a committee to look into a new location for the Chapter's Library. A possible location is now being explored. Any usable ideas for a new location for the library would be greatly appreciated as we are in need of suitable place for the Chapter's collection.

For those who wish to look up material in the many railfan publications, books, or videos in the library are encouraged to visit.

Contributors to this issue

Bob Achilles, Harold Crouch, Chris Hauf, Steve Huse, Richard Palmer, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Jessica Stallone, John Stewart, and Rand Warner and various publications as



Motive Power Report

by John Redden

Plymouth Gasoline Locomotive The great news on this restoration is covered in our companion article!

Diesels:

We called upon our two 80-ton GE diesels to go up to the NYMT, and do some switching this month. The Genesee and Wyoming caboose number 8 is being placed inside of the new car shed at the New York Museum of Transportation. So we moved it from its recent storage location on the West side of the Loop, and shoved it up the very steep grade to a point alongside the NYMT building. Thanks to our crews for performing this job in an efficient, timely manner.

We completed the draining process on locomotives **LV211** and **NKP79**, by moving them upgrade out of the yard, onto the grade in the Hill Block. This allowed the remaining water to drain out their respective coolant systems.

Norm Shaddick and Ron Amberger checked anti-freeze on all remaining locomotives and other rolling stock, that are so-equipped. Thanks, Norm and Ron.

RG&E 1941 had more work performed by the team of Joe Nugent and Luther Brefo. They completed paint and rust removal on one quadrant of the cab ceiling. This was followed by a coat of primer. Thanks to Art Mummery for documentation on torque measurements on the Cummins H-series prime movers. Also thanks to Kevin Klees for the loan of his torque wrench. These items combined, will allow us to continue the re-assembly of the Cummins HBI prime mover on the 1941.

Jim Johnson provided a new bridge rectifier, and we were able to complete repairs on the battery charger on the **NKP 79**.

Steam:

Matthew Tuke and John Redden continued paint removal from the cab of the **#12**, after last month's Steam Team / Motive Power meeting. The Managers have appro-

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

priated several switch timbers, in order to reconstruct the front pilot beam on this loco. We will continue cosmetic and structural work on this engine, on the first Thursday of each month.

John Redden made a trip to a Dansville sawmill, in order to acquire two hardwood blocks. These will be used at the attachment points for the couplers to the Heisler Fireless locomotive.

Thanks to: All of our Motive Power Volunteers, and also to Kevin Klees and Norm Shaddick for their input to this article.

Plymouth Gasoline Locomotive Runs Again!

by John Redden

Success!!! Finally, Foreman Kevin Klees, and the team restoring the 6 ton Plymouth Model BL locomotive can report the first self-powered movement by the locomotive in at least 45 years. After a few tries at starting, the Buda gasoline engine roared to life on Tuesday, the 24th of October. On the following Saturday, it propelled the locomotive forward and back on about 30 feet of track in the Restoration Building. Engineer John Redden reports the clutch and brakes operate smoothly.

Earlier in the month, the team had installed the restored radiator, and leak-tested the coolant system. Then, they started adjustments on the Buda engine to make it run.

The mechanical restoration of the locomotive is now complete. The next steps are to fabricate and install sheet metal on the engine canopy, cab roof, and cab sides. Permanent wiring will be installed along with gauges to monitor the health of the Buda engine. Then, of course, headlights and marker lights will be added for evening operations. And we hope to make engine canopy side doors and a front grill that are historically accurate.

Thanks to everybody that helped with the Plymouth restoration over the last seven years. Believe it or not, the Chapter obtained the Plymouth via donation in 1999.

[Editor: Doesn't the Rochester Subway L-2 have a Buda engine? Now with this successful accomplishment, we can get NYMT's L-2 running -- if they can find all the parts!]

Book of Rules

REMINDER!

On Saturday, the 2nd of December, we will be offering our biennial Book of Rules. This class is a requirement for any of our volunteers who wish to participate in train operations as brakeman or conductor, and is a pre-requisite for those who wish to train for engine service. If you were unable to attend the November class, please plan on this one. An RSVP to John Redden would be greatly appreciated.

The class details are outlined in last month's Semaphore. It will meet at the NYMT gallery room, and we will start at 1:00 p.m. sharp. It is scheduled to run to 3:00 p.m. [JR]

Machine shop news:

by John Redden

The dust had barely settled on the drill press installation (see photo in last month's *The Semaphore*), and our volunteers have relocated the Do-All metal cutting bandsaw. Jim Johnson and Kevin Klees had done preliminary site work, and started work on the internal electrical and mechanical components of this useful tool.

On Saturday, the 28th of October, Dan Waterstraat, Scott Gleason, Bob Mader, Kevin, Jim, and several other assistants moved the bandsaw over to its new home on the West wall of the restoration building. Jim immediately started arranging for electrical hookup of this useful tool.

It had originally been located by Ron Amberger several years ago, and he arranged for its donation from RIT. We look forward to getting this machine up and running in the near future.

Returnable cans can help Steam Fund

You can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredden@frontiernet.net.

Empire State Express (ESE) Update

by Bob Achilles

There was little activity at Newark on the ESE cars the previous month so there was no report. Work has resumed and more progress can now be reported.

The new reporting marks have been made and installed on all 6 coaches (the postal car already had them). We have started the process of requalifying (COT&S) the braking system on three of the cars. Two have been done and the other will be done when we have another set of requalified brake valves.

We have started watering the batteries, three of the coaches have been done; we have 3 left to go. This is a slow process since we have 96 batteries in all and each battery so far has taken 1 gallon of distilled water!

Electrical Department

by Rand Warner

Jim Johnson and Co. have put up new overhead fluorescent lights in the rapidly expanding mechanical shop area along the west side of our Restoration Building.

They have also put up new 220v wiring and the single phase-to-three phase converter donated by Kevin Klees. This converter will run several horsepower worth of our large machine shop tools such as large drill press, Cincinnati mill, and Bridgeport mill.

Jim and Dick Holbert are also working on the remote start/stop contactor controls for the trolley power substation at NYMT.

You've got mail

by Rand Warner

Thanks to donation of the critical catcher arm for mail bags, by Peter Gores, we are now on our way to a live on-the-fly mail pick up with either our NYC Empire State RPIO car or our PRR RPO car.

Lynn Heintz, Dale Hartnett and Rand Warner are rehabbing the catcher arm.

Lynn and Dale have data to build the line-side post assembly to hold the mail bag.

We already have the mail bags on hand. Here we go!

Take a look at the wonderful, in depth article "Mail By Rail" in the Fall 2006 *CLASSIC TRAINS* and catch the real spirit of it all.

(Note: At the February meeting, Chris Hauf will be giving a program on RPO operations.)

Congratulations

by Rand Warner

To all the NYMT and NRHS crews that got trolleys and other equipment relocated at the NYMT buildings the weekend of 21 Oct. 2006.

Now the operational P&W trolleys #161 and #168 are both properly located for trips originating out of the new car barn. City car #437 and Hornell plow #34 are relocated into the main building for rehab.

Seeing two sister trolleys in the new car barn reminds us of the good old days gone by when this was a common sight in any city.

As soon as rail bonding is completed inside the car house, more extensive check-out of Car #161 can begin; preliminary checkout has already started.

Triple Header

by Rand Warner

Tuesday 24 October 2006 was a very good day! A real triple header!!

1. Mark Pappalardo and track gang finished their 2006 season work out on the main line.

2. Jeremy Tuke and Rand Warner received correspondence from Albany moving us forward on access to Northwest Quadrant.

3. Kevin Klees and Co. go the Plymouth critter prime mover running on all four cylinders for the first time.

Anniversaries

by Rand Warner

25th Anniversary of acquisition of our first locomotive, center cab GE 80-ton #6 from Kodak Park Railroad in 1981.

35th Anniversary of acquisition of our Erie RR Depot for \$1 from Erie Railroad Co. in 1971.

30th Anniversary of first track construction at our Museum site: Track #1 now containing flat car and tool car.

65th Anniversary of the Empire State Express cars that went into NYC service on December 7, 1941.

2007:

15th Anniversary of joining of trackage connecting R&GV RM and NYMT in 2007.

70th Anniversary of formation of Rochester Chapter NRHS - the 5th Chapter in USA at the time. We are 4th oldest NRHS Chapter.

DO Dreams [^] Come True

by Rand Warner

Back in the 1950s and 1960s, we worked, and wished for, an planned, and investigated how we could have a MUSEUM. Now we have one of the top complexes in New York State!

Ever since Subway Car #60 was donated to our Rochester Chapter, we wished and schemed to get it back from Albany. Now we have it here, with restoration started.

Once we had a Museum site identified, we wished for ownership of it. We took ownership of our Depot in 1971. We have taken ownership or permanent easement to surrounding lands in several steps since. More is underway now.

Once we had a Museum, we wanted rail trackage for display of rail equipment. The first track was built in 1977. The connecting switch to Conrail was installed in 1981. We now own over a mile of track, with six switches in use, plus two more in process.

Once we had trackage, we wanted rail equipment., Our first locomotive EK6 and B&O baggage car #633 were brought on the property through the new switch in 1981. Our BR&P/B&O (#280/2631) caboose was already on the property. Now we have 14 pieces of motive power on site, along with 5 passenger cars, 8 freight cars, 6 cabooses, 12 track cars, 4 pieces of traction equipment and 8 piece of maintenance-of-way equipment.

Shows, etc.

Nov. 12: *The Great Batavia Train Show*, Batavia Downs Gaming and Race Track. 9:30 am - 3:30 pm.

Dec. 9-10: "Tiger Tracks" - *New and Expanded Two Day RIT Train Show and Sale*. RIT Model Railroad Club at RIT Gordon Field House, RIT Campus. 10 am to 4 pm. Contact www.ritmrc.org/tigertracks.

2007

Jan. 27-28: *Amherst Railway Society Big Railroad Hobby Show*, Eastern States Exposition Grdounds, West Springfield, MA. Info: www.AmherstRail.org *

March 10-11: *Rochester Model Railroad Club Annual Show*, First Universalist Church, 150 Clinton Ave South; Sat: 10-5; Sun. 1-5 *

March 10-11: *Greenberg's Great Train Expo*, Dome Center, Henrietta, NY *

[* Ref: Rochester Model Rails, Dec. 2006]

Picture This

by Rand Warner

We are now approaching the time when tracks north and south of the Restoration Building will permit:

1. Non-operational or bone-yard cars to be stored south of the buildings awaiting restoration.

2. Cars under restoration, overhaul, or scheduled maintenance to be easily moved in and out of the building.

3. Operational, in-service cars to be stored north of the building, ready for regular or special events as needed.

All this in addition to our premier display cars located in the visitor access area around the depot.

Thanks to ...

Mike Dow for putting lights on our Ford forklift. They are very handy on these ever shorter Tuesday daytime hours. Dan Waterstraat for adding to and keeping our tools organized in Restoration Building.

Bob Mader and **Norm Shaddick** for almost constant attention to our track motor car fleet.

Chris Hauf for a continuing series of computer generated graphics display miracles.

Dick Holbert for YEARS and YEARS of keeping our two-way radios alive and well, and training us in their use.

Dave Luca and **Dale Hartnett** for LOTS and LOTS of attention to keeping weeds down and drainage ditches flowing.

Art Mummery for constant attention and leadership in the car and feeding of our over 60 pieces of construction heavy equipment.

History Corner

Researched by Rand Warner

From *Railroad Magazine*, April 1940, page 28:

"A once-Great interurban and trolley system, the New York State Rys., has been dissolved. The system was taken over in June '28 by E. L. Phillips and associates, who bought control of some transit lines, from the New York Central and added trolley and bus routes in Albany, Rennsalaer, Troy, Cohoes, Watervliet, Waterford, and Schenectady. Eventually the system included trolleys in Rochester, Syracuse, Utica, Rome, Oneida, and smaller cities. Then came the depression. One by one the various lines were junked. In 1937 there were only three lines left—at Utica, Syracuse, and Rochester—and in 1938 the three became separate companies."

Western New York Railroad Archive

by John Stewart

Even though former Rochester Chapter member Mark Fischer moved out of the area several years ago, he has continued to maintain his ties through the Western New York Railroad Archive website. The Western New York Railroad Archive contains a wealth of information relating to the history of the railroads of Western New York.

The website now has a new address, <http://www.wnyrails.org>. Along with the new address, Mark has added forums to facilitate the discussion of topics relating to the history of railroading in Western New York. The forums are located at <http://www.wnyrails.org/forums/>.

The recent expansion also includes the integration of the content from John Stewart's Dunkirk, NY: One Railroad Town website. That addition provided additional content covering Erie, Cattaraugus and Chautauque counties.

Please visit the new site and join the forums. If you would like to contribute to the site or be a forum moderator, please contact Mark Fischer at rgvrr@s363.com or John Stewart at rgvrr@s363.com

Mystery photo

by Bob Achilles

This month's mystery photo was taken in the Rochester area; do you know where? There is more to this photo than just some tracks and a tower. Can you figure out what is going on here? And last, do you know who took this photo? A clue to the answer to the last question, he is a member of our chapter.

The answer to these questions and another photo taken by the same photographer from inside the tower will be in next month's The Semaphore. Good luck with your answers.



Adirondack Trip on Oct. 21st a success

Although the Rochester Chapter did not cosponsor the trip this year, 25 from Rochester joined 75 from Buffalo, 200 passengers from Syracuse and 25 from Utica plus others to exceed 300 on the Adirondack Scenic Railroad trip to Thendara. Stops were made at Remsen Depot, Forestport and then Thendara. This trip was sponsored by Central NY Chapter, NRHS and the *American Rail Link*. [*American Rail Link*, Issue 277]

Trains Unlimited Tours announced.

The company has announced a number of trips including several hauled by steam(*). Most are in the western USA. Others include China*, Germany*, Alaska*, Ecuador*, Argentina-Chile-Paraguay-Uruguay. A trip out of Boston is also scheduled.

The Company's e-mail address is tut@PSLN.com, website: www.trainsunlimited.com

Visit our Websites for color!

Our webmasters put current and past photos, in color, on the Chapter's two websites: www.rochnrhs.org, or www.rgvrrm.org



The Cat 627B is loading up with dirt north of the Restoration Building on the second day of the most recent Bib Dig with museum volunteer, John McDonald at the controls. [Caption and photo by Chris Hauf]



This view of the CAT 627B scraper emphasizes its size. Those tires are over six feet; compare to John McDonald in the cab!

[Photo by Chris Hauf retrieved from our web site: www.rgvrrm.org.]

Locomotive Battery Fund Drive

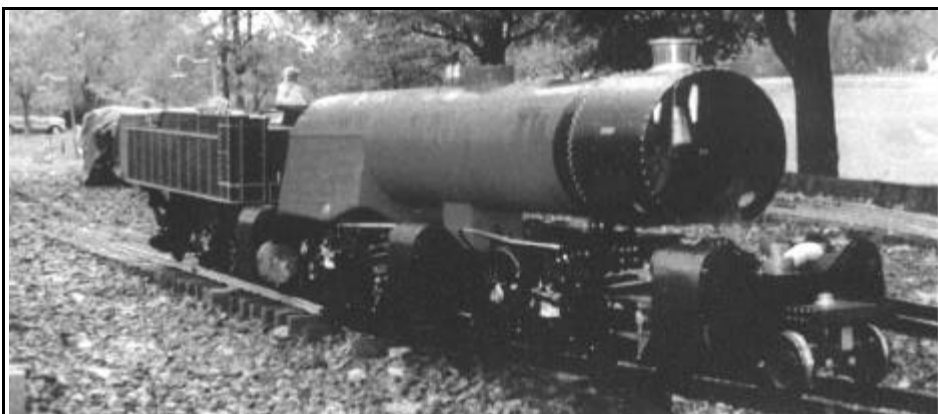
by John Redden

During the past several years, our Members have graciously donated many hundreds of dollars, in order to re-equip our three center cab locomotives (EK-6, 1654, and 1941) with new batteries. It has become apparent that two of our larger locomotives, the 211 and the 1843, also have batteries that have reached the end of their useful lives. Last Fall, a nearby regional railroad donated several used, serviceable locomotive batteries. We have installed several of these in the 1843 and the 211, and they have made an improvement. However, we now estimate that we will need, at minimum, four new batteries for each of these locomotives. We have chosen to attempt raising funds for the 1843 this year, since it is anti-freeze equipped, and therefore available for our use for longer portions of the calendar year.

So, we would respectfully ask our members to consider a donation toward this worthy fund drive. At current prices, a complete set of new batteries is about \$4000 for each locomotive. We are hoping to raise \$2000 this year, for a half-set for the 1843.

As always, the Motive Power Department is grateful for whatever money that you would care to donate, and keep in mind that all donations are fully tax deductible.

"Live" steam model of Erie's famous Triplex nears completion.



This "live" steam 1-1/2 in. scale model of Erie's famous Triplex locomotive, 2-8-8-2, was displayed by Mike Darbyshire of Newark, NY at the recent Finger Lakes Live Steamers Fall Meet on Sept. 23/24. The three engines are complete and functional; also the tender. Mike still has work to do on the boiler. I will run on 7-1/4 in. gauge track. [Thanks to Harold Crouch for sending this photo.]

Combined Motive Power and Rolling stock of R&GVRM and NYMT Museums

by Rand Warner

The combined assets of our two rail-theme museums provide a substantial base for augmenting our visitor attractions:

Motive Power:

Three steam, 7 diesel, 2 gas-mechanical critters, and 5 TrackMobiles. At present, we have nine items running and five more under restoration.

Freight Cars:

One box, three reefers, 2 flats, 1 tank, 1 hopper. At least five are usable in service.

Passenger Cars:

Counting our Excursion Train Set, we have 2 baggages, 2 RPO, 7 coaches, and 1 sleeper-lounge. About 7 are usable at this time.

Non-Revenue:

Seven cabooses of which about 4 are usable at this time.

Trolleys:

Three city cars, 3 suburban cars, 4 interurbans, 1 plow, 1 sweeper, and 1 line car. We have three operable at this time, and a fourth close to operable.

Maintenance-of-way Equipment:

Tamper, snow broom, snow plow, high rail utility, high rail boom-dump truck. Most of this equipment is runnable.

Track Cars:

Three inspection cars, 5 motor cars, 3 trailer cars, 4 flat cars, 1 crane car, 1 crane tender, and 2 collapsible push cars. All of these are usable at this time.

Steam May Return to New York State

by **Richard Palmer**

Good news for steam fans! Norwood & St. Lawrence 2-6-0 #210, on display at Steamtown in Scranton for many years, may soon return to the North Country to power excursion trains on the same trackage it formerly operated on until its fires were dumped for the last time nearly 50 years ago. According to news reports, the Ogdensburg Bridge and Port Authority may commence operating steam passenger trains after restoring the locomotive to operating condition, on the 29.5 mile line between Norwood to Ogdensburg. Estimated restoration costs could run as high as \$750,000. For many years it sat in Abe Cooper's junk yard in Watertown. It was purchased by the late F. Nelson Blount to add to his Steamtown collection that was formerly located in Bellows Falls, Vermont. Subsequently it was moved to Scranton along with the rest of the collection in 1984. This has been Steamtown National Historic Site since 1986.

The locomotive, on display in Scranton, was built by the Cooke Works of American Locomotive Co. in Paterson, N.J. in December, 1923 (C/N 65265) Cylinders, 20x26"; drivers, 56". Officials said the project is only in the preliminary stages. No. 210 was one of several steam locomotives operated on the railroad until it dieselized in the late 1950s. It is currently non-operational.

OBPA Executive Director Wade A. Davis, said: "It is a significant piece of north country history that is sitting there and isn't scheduled to be restored. It would go through some of the most beautiful country in the north country." The OBPA seeks to establish a tourist railroad operation - something that hasn't occurred in New York State in nearly 40 years. The only one currently existing is the Arcade & Attica, but they >currently do not operate a steam locomotive. A small narrow gauge >steam railroad has been in operation at Rome Erie Canal Village. Davis admits that such a venture probably would not turn a profit. But it is hoped that it would stimulate tourism in the area. No



Former Norwood & St. Lawrence Railroad 2-6-0 #210, may eventually return to its home rails to pull passenger trains. This view is of Norwood & St. Lawrence #210 at Waddington, NY, 9/2/1936 [RCNRHS collection]

time element has been mentioned as yet. The Norwood & St. Lawrence officially opened in 1902 to serve paper mills at Norwood, Norfolk and Raymonville. Later it was extended to the St. Lawrence river at Waddington where port facilities were located. Its engine house was located in Norfolk. In 1967 the Ogdensburg Bridge and Port Authority, which had acquired the then abandoned Rutland line between Ogdensburg and Norwood, created the Ogdensburg & Norwood Railway. It was the goal of the OBPA to maintain and further develop port facilities at Ogdensburg by preserving the rail connection at Norwood. The Norwood & St. Lawrence itself applied for abandonment in 1973 and two years later the property was turned over to the OBPA so that rail service would continue on the line. Since then the line has been leased to several different operators, and in 2002, was sold to the Vermont Railway System.

[This article was forwarded to *The Sema-*

2007 National NRHS Convention

"Chattanooga Rails 2007", the 2007 National NRHS Convention, is August 21-25.

Pre-registration (\$15) can now be made. Write to Chattanooga Rails 2007, 2025 Zumbuhl Rd., PMB 87, St. Charles, MO 63303-2723. Consult your October issue of *NRHS News*.

A few dates in RR history of local interest

10/30/1882: The first regularly scheduled train on the Genesee Valley Railroad arrived in Rochester, New York from Honesdale, Pennsylvania.

10/30/1901: A New York Central freight train broke apart east of Grimesville than smashed back together and blocked the track and several switches. The West Shore *Continental Limited* passenger train, headed for the Exposition at Buffalo, crashed into the wreckage. Limited engineer George Garrison of Rochester suffered a fractured wrist. Most passengers continued on to Buffalo. [courtesy of Phil Houle, via *American Rail Link*, issue 277]

**May you and your family
enjoy a
safe, joyful and thankful**

Thanksgiving



**Editor's
Corner**

Out of sapce — maybe

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

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
**American
 Orient
 Express,
 Ltd.**
 by Bob Achilles

Happy Thanksgiving to

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$10.00 after 1/1/2005 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

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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: (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.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

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