

Even though it looks like the MTA coach yard at Harmon, the action is taking place in our Upper Yard. Our window replacement crew remained hard at work during the summer season, which will help return our Empire State Express Budd-built coaches to active service. This is just one of the ongoing projects at the Museum that will pay large dividends in the future. PHOTO BY OTTO M. VONDRAK

Another Successful Season

Great accomplishments made possible by our museum volunteers

INSIDE

Train Bulletin	2
Museum News	3
BR&P Redux:1	5
Erie Milk Car	6
News and Updates . . .	7
Off the Train Wire . . .	8

Thanks to our dedicated volunteers, trains moved safely, tracks were maintained, depot guides greeted visitors and several hundred museum-goers went home happy. By the time you read this, our 2008 operating season will be drawing to a close. Once more we enjoyed the support of our friends and neighbors who chose to spend a Sunday afternoon with us.

Even if you are not an active museum volunteer, you still have a lot to be proud of. Your Rochester Chapter is one of the few in the nation to offer so many diverse programs, from publishing and research, to preservation and restoration, to train operations and special events. We hope to add Fall Foliage charters to our masthead again soon! The support of all of our members

makes it all possible. "Strength in numbers" is evident every time you step inside Industry depot, take a ride on a track car, or flag down a trolley. Perhaps you know a friend or neighbor who'd like to join in on all the fun?

While we may be closing up the museum for the season, we're far from going into hibernation. Some activities will move into the Restoration Building, yet still others will work outdoors as time and weather permits. Trackwork remains a priority, as does the replacement of our coach windows. If you're looking for a way to pitch in and help, please see a Museum Manager for more details. In the meantime, let's all enjoy the satisfaction of another job well done.

—Otto M. Vondrak, Editor



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS



ANY COLOR... AS LONG AS IT'S BLACK: Some classic cars were present at our Annual Chapter Picnic on September 6. The 1931 Ford Model A Sedan on the left belongs to Ed Barnhart, who is friends with the owner of the late 1931 Model A truck on the right, Joel R. Shaw. Also present was Jeremy Tuke's 1940 Buick Eight. The vintage vehicles looked great parked near our NYC crossing guard shanty! PHOTO BY JOEL SHAW

UPCOMING CHAPTER PROGRAMS

A list of upcoming programs has been provided by Harold Russell. If you are interested in giving a presentation at an upcoming chapter meeting, please contact Harold at haroldrussell@juno.com.

October 16, 2008 - The Lehigh Valley Railroad by John Stewart. Please bring your LV photos, artifacts, and models to share.

November 20, 2008 - An Overview of Passenger Rail Service in Germany and the United Kingdom by Sam Rosenberg.

December 18, 2008 - The American Orient Express by Bob Achilles

January 15, 2009 - Western American Railroad Slides from Long Ago by Ron Stacey.

February 19, 2009 - Steam Freight Photo Charter by Irene Szabo.

March 19, 2009 - Rochester's Street Cars by Charlie Lowe. Bring your streetcar-related photos, artifacts and models to share with our members!

April 16, 2009 - The Dansville & Mount Morris Railroad by Douglas Morgan

May 21, 2009 - Members' Slide Night and Chapter Elections - Everybody is Welcome!

NEW MEMBERS

Please welcome our newest members:

Fabian and Joan Grabski
120 Lalanne Rd
Rochester, New York

Fabian is interested in publications and historical research, and lists experience in surveying and track design. Welcome aboard!

— Sam Rosenberg
Membership Chair

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$53.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
November 20
7:00 PM at 40&8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGERS

RAILROAD: Vacant

INFRASTRUCTURE: Dave Luca
(585) 288-0318 daveluca@frontiernet.net

MOTIVE POWER DEPT.

EK-6: Our ever-dependable Eastman Kodak 80-ton GE switcher has provided faithful service ever since its arrival at Industry in 1981. The unit is currently sidelined after a recent lab test showed evidence of anti-freeze in the crankcase oil. The unit remains out of service until the results of a second test come back and we can determine a proper course of action. Meanwhile, Norm Shaddick continues to service the batteries.

LV 211: New batteries were purchased for our former Lehigh Valley RS-3m "Hammerhead." Joe Nugent and Ron Amberger worked on cleaning out and preparing the battery boxes in preparation of installing the new arrivals.

The Motive Power Department is getting ready to put our engines into winter "hibernation" for the season. Those equipped with antifreeze may be kept on standby and used throughout the upcoming cold season as needed.

—Rand Warner

TRACK DEPT.

We now have eight panels of track constructed for our new siding west of the LA&L tracks that will house our excursion trainset. The right of way has been graded and ballasted just ahead of the current end-of-track, helping to accelerate the process.

The crew is also working on removing Switch #2 from our Industry yard lead, and temporarily connecting it to Track 1. This will allow us to remove the B&O baggage car (currently in use as our Tool Car) and our 40' NYC flatcar frame. Once these cars have been relocated, Track 1 will be dismantled and removed.

Thanks to Luther Brefo and his track gang including Dan Waterstraat, Scott Gleason, Dave Luca, Jeremy Tuke, Rand



SWITCHEROO: The Pine Falls was relocated up to the Restoration Shop in early September, and Track 2 was quickly dismantled and removed. Next, we'll temporarily reconnect Track 1 to our switch to facilitate the removal of our 40' NYC flat and our B&O baggage car (our tool car). The B&O baggage car will be relocated to the new siding on the west side of the LA&L. PHOTO BY OTTO M. VONDRAK

Warner, Mike Roque, Jessica Stallone, Joe Nugent, Dave Chapus, Chad Timothy, Dave Sheiderich, Don Pohling, and others.

—Rand Warner

EQUIPMENT

Those of you at our Chapter Annual Picnic had a chance to take the very first ride the former PRR "Pine Falls" Pullman over our demonstration railroad. After more than 20 years of static display on Track 2 at Industry, the Pine Falls was inspected and minor repairs were made to the brake system to allow the car to move once again. The Pine Falls has been moved up to the Restoration Building for evaluation and determining future restoration efforts.

Lynn Heintz is leading the efforts to clear out items from under the NYC flatcar frame and our B&O baggage car on Track 1, just as he previously did for the Pine Falls. Once the rails are clear, the Track Department will temporarily connect Track 1 and move the cars to temporary storage. By the time you read this, the move should already be completed. The B&O baggage car is destined to become the support car for our excursion set, and

will reside with our stainless coaches on the new siding west of the LA&L tracks. No plans have been made for our 40' NYC flatcar frame at this time.

Thanks to everyone who helped pitch in for this dirty, messy job.

—Rand Warner

THANK YOU

- Paul Tresco for donation of a two-wheel baggage hand truck, delivered from LeRoy by Lynn Heintz and Rand Warner, using Rand's Chevy Blazer and John Redden's trailer.
- Chris Hauf for replica builder's plate affixed to our repainted B&O turntable.
- Andy Swoyer and family for donation of various machine and hand tools, including Atlas metal lathe and metal shaper.
- John Stewart for truck rental, fuel and tolls to pick up above. Also thanks to John for donation of rigging supplies.

GEORGE EASTMAN HOUSE

The George Eastman House is presenting three exhibits related to trains and photography this season. "The Photography of O. Winston Link" from October 11, 2008



MUSEUM NEWS CONTINUED



A pickle car from the L.C. Forman company of Pittsford, New York. It appears to be a modified 40-foot flatcar. Chapter member Harold Russell is trying to find out more about the operation of cars like LCFX 2. Can you help? PHOTO COURTESY NEW YORK MUSEUM OF TRANSPORTATION/VYVERBERG

through January 25, 2009. See dramatic photographs documenting the last days of steam railroading by artist and historian O. Winston Link. Several Chapter members were also involved in the production of this exhibit. **"Railroad Photographs from the Eastman House Collections"** from October 11, 2008 through January 25, 2009. See a selection of works from the Museum's collection, including photographs by David Plowden, Lewis Wickes Hine, Alvin Langdon Coburn, William Henry Jackson, and Bisson Freres. **"Video Installation by Andrew Cross"** from October 25, 2008 through February 8, 2009. A "trainspotter" since childhood, Andrew Cross creates films that slow down typical views of high-speed train travel into games of suspense and anticipation. There are also several lectures planned to complement the exhibit. The George Eastman House is located at 900

East Ave in Rochester. Please call (585) 271-3361 or visit eastmanhouse.org/trains for more info.

PITTSFORD PICKLE CAR INFO

Harold Russell is conducting research related to a drawing of a special pickle car belonging to the L.C. Forman Company, which was once located in nearby Pittsford, New York. To flesh out the story that goes with it, Harold is wondering if any of our readers have the answers to the following questions: Was it indeed used to transport pickles? If so, how were they placed into the vats? How were they removed? What was the destination for the car? Did it leave the Pittsford plant full or empty? Inquiries in Pittsford have not turned up many answers, as the pickle cars were in use many years ago, and recollections are dim at best. Send your info to the Editor, and we'll pass it along.

OPPOSITE PAGE: Two pages from January 1931 issue of *Railway Life*, the employee's magazine of the Buffalo, Rochester & Pittsburgh. The article is told from the point of view of the headlamp of the first train to Rochester on the BR&P. At some point, this headlamp was donated by the railroad to the Rochester Historical Society, who later donated it to the Rochester Chapter. This was during the period we met at the old NYC station downtown. At some point in time, this lamp was put on display inside The Depot restaurant in Pittsford, where it resided through the 1960s. When the restaurant closed, all of the artifacts inside were sold at auction, and the headlamp made its way to a private collector. Its whereabouts are unknown today. We'll continue with the second part of the article in next month's *Semaphore*.

WANTED

- No. 3A crushed stone ballast for new track construction
- Non-asbestos boiler lagging for Heisler fireless steam locomotive
- Cantilever passenger car jacks for use on our excursion trainset
- Donations/sponsors for proper grade of Lexan plastic sheets for fabricating outer window panes on excursion cars
- Sheet steel in 0.085" thickness for rehab of Rochester Subway car 60
- Cases of soda/pop in cans
- Steel stationery cabinets for tools
- Four-drawer file cabinets
- Pallet racking crossbeams
- Good used, or new, rims for Bobcat 610
- Socket sets - 3/8", 1/2" and 3/4" drive
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail
- Working tractor backhoe
- Ballast hopper car

IF YOU CAN HELP PROCURE ANY OF THESE ITEMS PLEASE CONTACT:

Chris Hauf at (585) 381-8583

Dave Luca at (585) 288-0318

Rand Warner at (585) 425-8586

MUSEUM CLOSES: October 26

Visit the Museum on-line:
www.rgvrrm.org



Reminiscences of The Old Rochester & State Line R.R.

As told by
The Headlight
Oliver Allen

AS this is to be a story of my life, I suppose that it must start with my birth in the old Kelly Lamp Company's factory on Mill St. in Rochester, N. Y.

My builder was James H. Kelly, who lived in Garbutt, N. Y. and ran a lamp factory in the city. He used to make all kinds of lamps and lanterns and did quite a business in Western New York.

It was in the latter part of 1873, while I was being built, that I overheard Mr. Kelly tell the following story to a friend:

"Yes, Jonathan, she must have been a great little lady!"

"You see, in the Spring of 1869, they were having a party at the Allens' in Mumfords. Oliver Allen was then running the woolen mill that his father had built on

Oatka Creek in Mumfords in 1821 and the party was at his home near the mill. After dinner, the men folks were talking about milling and farm crops and the high cost of carting all their products to Rochester.

Oliver Allen made this remark: 'What we need is a railroad!'

Mrs. Allen, who was an interested listener, spoke up and said—'Well, Oliver, why don't you men get together and build a railroad?'

"And so, Jonathan, it was that little lady who really started our new railroad from Rochester to Salamanca."

There is nothing to show that Mr. Kelly was at this gathering but when he heard that a new railroad was going to be built right past his farm in Garbutt, he, like all the other residents, became an enthusiastic "booster."

Meeting Oliver Allen one day, James Kelly said: "Allen, if you get that railroad started I'll make you a present of a headlight for your first locomotive."

Mr. Kelly kept his promise and built me with great care. After I left the metal shop I was sent to the paint department with instructions to spend extra time on me. I was to carry on each side a life-size portrait of Oliver Allen and in addition to be trimmed with beautiful designs in gold and bright colors.

Proud? Of course I was proud. When finished, I was a headlight fit to grace the finest locomotive. So well was I built that today at 57 years of age I am in perfect condition as you can see from my latest photograph. On the inside of my door they pasted instructions on how to operate me. Here is how it reads—

KELLY LAMP COMPANY

ROCHESTER, N. Y.

KNOWLEDGE IS POWER

Directions for Using

Make the wick of cotton flannel, five feet wide, and of sufficient length to form the necessary number of thicknesses around wick-former to fill the burner as tight as possible and admit the wick to move up and down easily.

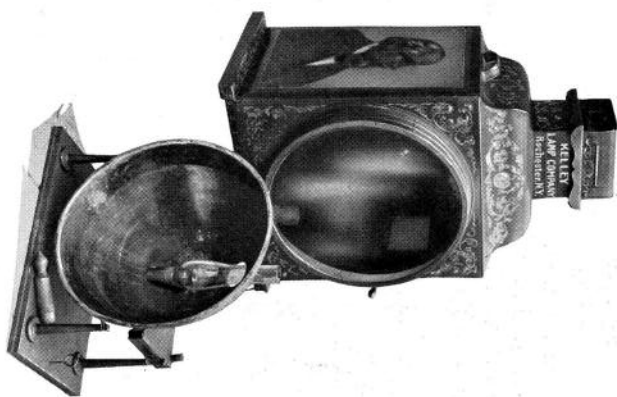
See that the wick is free from any threads or ravelings of the cloth. Have top of wick one-sixteenth of an inch above the top of the burner when lighted. After it has been lighted fifteen or twenty minutes, and the oil becomes heated, it will increase to sufficient brilliancy.

TO TAKE OUT THE WICK HOLDER:

First remove the cap, then remove the button by lifting it up. In replacing the button, be particular to have it forced down as far as it will go.

MAKE NO DRAFT HOLES IN THE CASE OR BOTTOM BOARD:

Use no oil in this lamp that will not stand the test of applying a lighted match to a quantity in the open vessel without exploding. Good kerosene will not ignite in this manner any sooner than common whale oil.



This is my latest portrait. You will note that I am in perfect condition, a tribute both to my maker and to the men who used me.

Early in 1874, I was taken to Lincoln Park and placed in service on a locomotive built by Brooks of Dunkirk, N. Y. My locomotive, an American type, was Number 1 and named the Oliver Allen in honor of the man who worked zealously to get our railroad built. Mr. Allen was our Vice-President from August 16, 1869 to July 10, 1876, on which date he was elected President, serving in the latter capacity until the reorganization of the railroad on November 29th, 1880.

Other locomotives were named after George Whitney, M. F. Reynolds, D. D. S. Brown and Donald McNaughton. I want to tell you about some of these men.

D. D. S. Brown, an early director and vice president of the Rochester and State Line, was a leading attorney of Rochester. He was appointed a director of the Union Pacific R. R. by the President of the United States and on May 17th, 1869, was present at the driving of the Golden Spike that

Editor's Note—This little article is a compilation of authentic and interesting odds and ends dealing with the inception and early days of the old Rochester and State Line R. R., a recitation of our present line. The headlight is an old story, though the courtesy of the Allen family, is now a permanent exhibit of the Rochester Historical Society.



Oliver Allen.



In 1987 Rochester Chapter took delivery of a steel-bodied milk car built in June 1935 for the Erie Railroad. While it looks like a standard steel refrigerator car of the period, this type of car was equipped with high-speed friction bearing trucks, a pass-through steam heat line, and a train signal air line to allow it to be hauled in regular passenger consists. Milk was once a lucrative traffic for the railroads, and the Erie played an important role bringing in fresh product from the farms of the Upper Delaware Valley to the dairies in the New York City metropolitan area. Passenger trains had faster, more predictable schedules than freight trains, and milk was a perishable commodity that had to get to the city as quickly as possible.

According to Larry DeYoung's *Erie Lackawanna Color Guide to Freight and Passenger Equipment*, milk cars like ours were built in 1935 by Greenville Steel Car Co. One of fifty-five unique milk cars built for the Erie, the series was numbered 6600-6654. Equipped with Buckeye ends, second-hand cast steel trucks, and refrigerator doors, these cars were insulated to carry milk in the traditional method, in cans gathered along the line. It was a fading technology even as the Erie was buying the cars, and fifty were converted to inside sliding doors, making them useful



Builder's photo of Erie 6600, showing the original refrigerator-style doors as-built. Our car 6603 was later modified with an inside sliding freight door to accommodate its new role hauling express freight shipments. PHOTO COLLECTION OF GEORGE ELWOOD/FALLEN FLAGS WEB SITE

as express freight cars as well. A few survived in headend service long enough to get EL lettering (some even got gray, maroon and yellow paint.) In fact the EL list of equipment for 1963 still shows 93 of the final 100 Erie milk cars still in service, six other having been sold to the Boston & Maine in the mid-fifties.

Erie 6603 was used as a milk car into the late 1950s, when milk traffic had largely shifted to tanker trucks. The car was refitted with an inside sliding door and was then used to move express shipments and other head-end traffic. In 1960, the Erie merged with the Delaware, Lackawanna & Western to form Erie Lackawanna, and our milk car continued to soldier on as a storage car for maintenance of way crews. It continued in this capacity when most of the EL property was conveyed to Conrail in April 1976.

By 1987, the car was deemed surplus and put on the market. It was purchased by Chapter member Ted Miller and donated to

the Rochester & Genesee Valley Railroad Museum. Of note, this car is equipped with an older style vertical hand brake wheel at one end of the car.

Currently our milk car is lettered for Erie Lackawanna, and is currently used for storage up by the Restoration Building. We are working towards integrating this car into a future "milk-to-market" interpretive display at the museum. Seems like an appropriate companion to our restored Erie depot at Industry!

AT A GLANCE

Builder: Greenville Steel Car Co.

Built: June 1935

Road/Number: ERIE 6603

Weight: 21,600 lbs.

Retired: 1987

Acquired: 1987

overheard

provided by Jeremy Tuke

Mr. Remelt, Sr. (of Remelt Farms, good neighbors of the NYMT) recalled the "hired hand" on their farm would take him to the movies in Rochester via the Erie. They would walk down to the Rochester Branch and light a rolled up newspaper to flag the northbound passenger train for the ride to the "big city." Enjoying a ride during our most recent Diesel Days, he was quite impressed with how the Museums have progressed since their humble beginnings in the 1970's.

Copper thieves strike region railroads, museums

The nearby **Western New York Railway Historical Society** was the victim of vandalism and theft. This past July, a vintage 1889 rotary snowplow had the power cables that run the four traction motors ripped out. Their 1941 New York Central stainless steel parlor car (from the *Empire State Express* fleet) had all power cables under the car, connecting batteries, generator and motors, cut off. Their 1940 Budd observation received the same treatment, plus copper water lines were also taken. Their power car (former Lackawanna baggage car 2040) sustained serious damage to its generator and over 500' of

power and welding cables were taken. In all cases, the electrical cabinets were stripped of all copper parts. This is a disastrous blow for the preservation efforts at WNYRHS.

Our friends in the railroad industry are also suffering. The nearby **Buffalo Southern Railroad** (BSOR) discovered serious damage to some of the traction motors on their units as a result of scrap metal theft. Employees staked out the BSOR yard and caught the thief later that week. The scrap was worth about \$900, but when all parties appeared at the hearing, the railroad produced damage evidence

that totaled over \$30,000. The judge made the charges multiple felonies and added criminal trespassing charges. However, the damage done to the locomotives may render them inoperable beyond repair. BSOR is currently evaluating the units and determining a course of action.

It reinforces this thought: if at any time you are in the vicinity of the R&GVRRM, please take a few minutes to stop by and check the gates and depot and display car doors. Your brief visit could be the one that deters theft or major vandalism.

—Compiled from reports by Lynn Heintz



RIISING FROM THE ASHES: Mike Dow and others have been hard at work re-assembling the interlocking machine from the former Erie tower at Niobe, New York. The Chapter spearheaded a campaign almost 20 years ago to salvage this machine from the closed tower. Before the job could be completed, local vandals burned the wooden structure to the ground. The parts of the machine were brought back to Industry and put in storage. Over the course of a few years, volunteer Mike Dow has been slowly cleaning and restoring the parts, one at a time. Now, the fruits of his labor are beginning to show. Partial reassembly of the machine began this fall, inside our former Pennsy RPO car. The RPO itself has been the subject of much attention, getting a thorough clean-out and a new paint job inside. The plans are to put the machine on display inside the RPO, which will be moved down to Industry. PHOTO BY DAVE SHEIDERICH

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

October is here, and the fall colors are not far behind. Soon we will be blanketed with snow, and settle in for another long winter. But our museum does not go into hibernation! Dedicated members will be out at the museum, working in the shelter of our restoration building and depot, as well as conducting limited activities outdoors. There's plenty of work to be done in preparation for next season's museum operations.

There's a lot of talk in these pages about our active volunteers and our museum operations. Our museum is one of our high-profile projects, and is our main contact with the public. We're grateful for the assistance of

our volunteers. But what if you can't come out and lend a hand? For some, it is time or distance that create the barriers. For others, it's family commitments. Don't fret! Your continued membership helps support our many ongoing projects! Donations are just one way you can help. Perhaps you have a friend with unique skills you can recruit to help out in the shop. Maybe you know a retired public relations specialist. Even better, your company might have goods and services they'd be willing to donate or offer at a reduced rate to the Chapter. It never hurts to ask!

—Otto M. Vondrak
Editor, *The Semaphore*



PHOTO BY OTTO M. VONDRACK

The Yankees played their final home game at the Stadium on September 21. Here's a shot of a D&H freight on CSX's Oak Point Link passing Yankee Stadium back in 2004. The new stadium is set to open in 2009, complete with a new Metro-North stop!

EDITORIAL SUBMISSIONS: Any materials related to the activities of the Rochester Chapter, the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at ovondrak@yahoo.com or call (585) 820-2341.

Chapter Meeting:

October 16

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Next Chapter Meeting:

November 20

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Off the Train Wire

—Compiled by Rand Warner

RL&B INTERURBAN 206: In the almost ten years we have had this unique car on our site, much has been done to the interior and to the exterior framing and structure underneath. Also, a heavy duty tarp has been installed to protect the body from the weather. The latest accomplishment in the restoration of this car is the reactivation of the foot-operated underfloor mounted trolley gong, completed by Mike Dow.

—from Bernie Cubitt

CONSTRUCTION DEPT.: Dan Waterstratt and Scott Gleason have been placing many cubic yards of fill along the west edge of the bank at Track 6, south of the Restoration Building. They have used our Bucyrus hydraulic crawler backhoe shovel, our trusty ex-Army dump truck, and our hardly-ever-cooled-off Trojan loader. They fill has been taken from the excavation

embankment northeast of the Restoration Building. This new fill will provide us with additional space and flexibility south of the building. Thanks to Art Mummery for repairs to the Bucyrus shovel.

BR&P TURNTABLE: Our former B&O (ex-BR&P) turntable from Lincoln Park sports a shiny new coat of exterior paint, thanks to Dan Waterstraat and his “special formula.” Chris Hauf has affixed a replica builder’s plate to identify the artifact. Dan has already started prepping and painting the interior of the turntable as well. What a difference!

NORTHWEST QUADRANT: Scott Gleason and Dan Waterstraat have completed two ramp entrances to our new permitted area. They have also cleared ground for storage and begun to relocate items to the new storage area. We now need to re-stake this area with poles, twine and flags to mark it out conspicuously. The ex-Philadelphia trolley sweeper (to become our Line Car #01) has been relocated slightly westward by Dan and Scott. Hopefully, this will provide enough clearance for the continuing extension of our new siding on the west

side of the LA&L tracks. We may also have to consider relocating RL&B 206.

RISE FROM THE ASHES: Many years ago, John Redden spearheaded two expeditions to remove the guts from the abandoned former Erie Railroad interlocking tower at Niobe, near Jamestown. Before we completed the project, local vandals torched the tower as a Halloween prank. We salvaged what we could and placed the items in storage. More recently, Mike Dow has been busy restoring the component pieces from the tower’s interlocking machine for the last several years. Now he has them all finished and mounted, ready for a possible interactive operating display in our former Pennsy RPO car. This would make a very interesting and educational display for our museum visitors in 2009.

PENNSY RPO: Work continues on our former Pennsy Railway Post Office, cleaning out the interior and evaluating its potential as another exhibit car.

Visit the Museum on-line:
www.rgvrrm.org