

THE SEMAPHORE

FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

JUNE 2009
VOL. 51 No. 9

NEXT CHAPTER MEETING:
June 18
*Enjoy Your Museum Railroad!
Bring a friend and enjoy
a relaxing evening train ride!*



Opening Day at the Rochester & Genesee Valley Railroad Museum finds R&GV 1654 with the Erie and Penn Central cabooses, meeting a trolley at Midway Station. Thanks to the efforts of several volunteers, our preserved Rochester, Lockport & Buffalo waiting room has been moved to this location to serve its original purpose once again! PHOTO BY DAVID SCHEIDERICH

Swing into Summertime

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By the time you read this, we'll be more than halfway into the month of June. Where does the time go? Seems like only a short while ago, we were moving snowdrifts out of the way to get a jump on trackwork, or fire up the heaters so we could continue refurbishing our coaches. The winter chills have passed, and now we get to enjoy the fabulous warm weather of what seems like your typical all-too-short Rochester summer.

More importantly, we get to show off all our hard off-season work to the public. Every year, we have a little bit more to show off. Last year it was increased operation of diesel trains meeting trolleys. This year, it's an extended trolley ride arriving at an authentic interurban waiting room. Of course, the work doesn't stop during our May-to-October "tourist season." There

are many volunteers working behind the scenes to keep our trains running, our grounds and facilities presentable, and our visitors happy and informed.

We'd love to have more people involved wherever possible. We can always use more Depot Guides to show our visitors around the Industry, and we'll show you everything you need to know. If you want to get involved in train crews, come out some weekend and ride along to get a feel for the operation. We still need dedicated track car operators for the weekends we don't run the diesels. The Track Dept. would welcome a few strong backs to help build our new siding. If you feel more like a grease monkey, our Motive Power Dept. would be glad to show you around.

Don't sit on the sidelines! Jump in!
—Otto M. Vondrak, Editor



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS

UPCOMING CHAPTER PROGRAMS

We have many interesting and varied programs scheduled throughout the year as part of our monthly membership meetings. If you are interested in giving a presentation on any railroad subject at an upcoming chapter meeting, please contact Harold Russell at haroldrussell@juno.com.

June 18, July 16 and August 20, 2009 - Join us at the Rochester & Genesee Valley Railroad Museum for our monthly meetings! Take this opportunity to enjoy a ride on our museum demonstration railroad and see the results of our hard work! As always, bring a friend and encourage them to attend!

September 17, 2009: The Rome, Watertown & Ogdensburg (later known as the "Hojack") from Model City to Oswego, presented by John Stewart.

October 15, 2009: The Worcester-Springfield Trolley Line, presented by Charles Robinson.

November 19, 2009: Modern-Day Trains in the United Kingdom, presented by Sam Rosenberg and Don Shilling.

December 17, 2009: The Silver Lake Railroad, presented by Dan Miller.

CHAPTER LIBRARY REPORT

Special summer hours will be in effect June 8, July 6, and August 3, open from 7:00 to 8:30pm. The Chapter Library is located at the 40 & 8 Club on University Avenue in Rochester. Contact the library chairman at: Rcfleck@rochester.rr.com.

—Bob Fleck, Library Chairman

MEMBERSHIP REPORT

This month, please welcome to our new volunteer Jeff Gardner, a structural and civil engineer living in Walworth and working at the Ginna Nuclear Power Plant. We also bid farewell this month to volunteer Mike Smith and his family, who are relocating to Colorado. Mike was active in train operations for many years before his work schedule moved to weekends. We wish the Smith family good luck!



AMTRAK DEPARTING ROCHESTER, PHOTO BY MIKE ROQUE

CHAPTER SPONSORED AMTRAK TOURS

Join our Chapter tour guides Jim and Dianne East for another exciting year of chartered rail tours. Take Amtrak from Rochester to the heart of New York City for dining, shopping and a Broadway show. Or consider a Bermuda cruise departing Boston, or an exciting Vacation in New Hampshire's White Mountains? Don't wait, make your reservation now! For price details and detailed information, please contact Jim East at (585) 377-5389 or email at raileast@aol.com.

Pre-Christmas Escorted New York City Trips
Thursday, Dec. 3-Saturday, Dec. 5
Friday, Dec. 11-Monday, Dec. 14

Take Amtrak to New York City, enjoy shopping and dining before you take your orchestra-level seats for the Christmas Show at Radio City Music Hall.

White Mountains Escorted Fall Foliage Tour
Friday, October 12-Tuesday, October 20

Amtrak to Albany, then motorcoach to Laconia, NH. Escorted tour includes rides on the well known Conway Scenic, Mt. Washington Cog Railway, and Hobo Railroad. Motorcoach back to Albany, then Amtrak to Rochester.

NRHS NATIONAL CONVENTION

August 11-16, 2009 in Duluth, Minnesota
www.steamontherange.com

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$54.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
July 16
7:00 PM at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

RG&E 8: Things for motive power have picked up with the long awaited coming of nice weather. Our RG&E 8 needs brake work. Joe Nugent has taken this job in hand and determined needed brake parts and convinced the board to fund the purchase of these essential parts. As soon as these arrive, work will continue to put number 8 on the road and in service where it is vitally needed. Engine number 8 came to us with batteries that were in poor condition. Hats off to Chris Hauf for his highly successful efforts to obtain new batteries for this engine. He was able to persuade the CEO of East Penn Manufacturing to donate four new batteries for this locomotive. These new batteries are essential for our being able to reliably start this locomotive, especially in cold weather. Other work remaining to be done on this engine is a thorough cleaning to rid it of accumulated grime and coal dust.

RG&E 1941: Joe Nugent and Luther Brefo finished cleaning up the radiator lovers for RG&E 1941. Next, Chris Hauf applied coats of primer and finish coats of paint on the louvers. The louvers will get a final coat of paint after they are installed on the engine and the entire locomotive is given a new coat of paint. Joe Nugent is working on repairing the window frames for this engine prior to reinstalling the window glass. The engine needs a general

cleaning up and welding of the exhaust pots prior to the final paint job.

LV 211: Joe Nugent and Dave Scheiderich installed new water hoses on LV 211 to end leaking of engine coolant. Now this engine holds its coolant better than it has in many years thanks to their efforts to repair hoses, copper tubes and the radiators. Dick Holbert and Mike Dow have been working on getting the cab radio working on this engine.

cleaning up and welding of the exhaust pots prior to the final paint job.

Brooklyn Navy Yard 12: Ron Amberger and Joe Nugent took about 50 digital photos of the inside and outside of the boiler shell at the request of Kelly Anderson of the Strasburg Railroad Museum. Mr. Anderson had requested these in preparation for his visit to our museum to inspect the boiler. Ron Amberger wrote a computer program to determine the working pressure of the boiler based upon the current state of the metal thickness in the shell. This data will also be transmitted to Mr. Anderson.

Don't forget that we hold our motive power meetings on the first Saturday of every month, 12 noon at Industry Depot. We hope to see you there!

—Ron Amberger and Joe Nugent



Despatch Shops Revisited
June 21, 2009

Trolley Time at NYMT
July 19, 2009

First Annual Railfan Day
August 1, 2009

Diesel Days
August 22-23, 2009

End of Museum Season
October 25, 2009

www.rgvrrm.org



MUSEUM NEWS CONTINUED

DEPOT GUIDE POLO SHIRTS

The Rochester & Genesee Valley Railroad Museum has embroidered forest green polo shirts available for sale. The polo shirts are high quality, short sleeved shirts embroidered on the left breast with the museum's "Route to Industry" logo. These are the shirts our depot guides wear when they volunteer on our open Sundays. This helps our visitors know exactly who are tour guides are. Shirts are available in adult small through XXL, please inquire about larger sizes. The shirts are forest green and are \$25.00 each. Shipping and handling will be \$5.00 extra for the first shirt (plus \$1.00 for each additional shirt ordered) if you want your shirt shipped to you. There is no shipping charge if you plan to pick it up at a Chapter meeting or at a work session at the Museum. Delivery will take 2-3 weeks. You can pay for your shirt (cash or check) when you pick it up or if you want to have it sent or just want to pay for it ahead of time, you can send your check made out the Rochester Chapter NRHS to: Rochester Chapter NRHS, Attn: Chris Hauf, P.O. Box 23326, Rochester NY 14692-3326. To order or to pay with PayPal, email crhauf@frontiernet.net.

—Chris Hauf



RELOCATING THE RL&B WAITING ROOM: With volunteer Chad Timothy at the controls of our newly donated backhoe, the waiting room negotiates a tight turn in front of the restoration building. The trailer is integral to the waiting room, constructed by the late George Knabb many years ago when the structure was first rescued and brought to our museum. PHOTO BY DAVID SCHEIDERICH

HEAVY EQUIPMENT

Over the last couple of months we have sold off our yellow TM-2 and green TM-5 Trackmobiles, the Massey-Ferguson tractor loader, Cat D-4 bulldozer and our small ATC bulldozer. Dave Knabb picked up the tandem axle trailer that formerly belonged

to George. Thanks to all our volunteers who helped find new homes for our surplus machinery and raise much needed funds for our many projects.

Joe Scanlon has arranged for a dozer blade to be picked up for our Cat D-8, formerly used to back stop our Army Cat D-7 (which is currently out of service). Joe also got our new-to-us (from Twin Hills Golf Course) Cat D-6 up and running and hopes to have it in service soon.

Bob Mader and Rand Warner are fixing a broken brake line on our Ford F600 flatbed knuckle boom crane truck. Dan Watwrsstraat is fixing our Huber-Warco road grader., Dan's Army 6x6 flat bed truck will be used to deliver the traction motors and drive boxes from our former Philadelphia sweeper body (C-147) up to NYMT for re-use.

—Rand Warner

BUILDINGS DEPT.

Chad Timothy and a host of volunteers have moved our Rochester, Lockport & Buffalo waiting room from the depot parking lot up to the Midway Station transfer point. Once again, passengers can wait in this historic structure to board a trolley! The waiting room structure looks right at home in its new location. Our construction



THE VIEW FROM MIDWAY: Recreating a classic scene, Car 161 from the New York Museum of Transportation pauses at the end of wire at Midway Station on our joint demonstration railroad, as seen from our preserved Rochester, Lockport & Buffalo waiting room, which was moved to this location to shelter passengers waiting to make their connection. PHOTO BY DAVID SCHEIDERICH

R&GV MUSEUM NEWS

crews prepared the site ahead of time, and later spread a load of gravel around to build up an adequate walking area. Bob Cowan delivered a pallet load of concrete blocks, which we will use to put the waiting room onto a foundation.

The next structure we will place up the line will be our New York Central crossing watchman's shanty. The majority of the restoration work on this classic structure was performed by Charlie Marks and his son Jesse. Originally spotted up along the old Hojack (RW&O) line at Walker, we will most likely relocate the structure to Reid's Crossing.

—Rand Warner

DESPATCH SHOPS REVISITED

On June 21, R&GVRRM and NYMT will celebrate the history of the former New York Central Despatch Car Shops and the Merchants Despatch Transportation Corporation of East Rochester with rides on restored Penn Central transfer caboose 18526. The caboose was built at the Despatch Car Shops and is now celebrating its 40th birthday. Caboose rides will take place all day, and MDT refrigerator car 14053, full of photographs and other displays on the Car Shops, will be open for tours. As a special bonus, residents of East Rochester get \$1.00 off of their museum admission. Special event admission rates will apply.

Special events are a great opportunity to show our museums to the general public! We need their support if we are to continue our mission of historic railroad preservation. We will need extra volunteers to help staff the event, so please make yourself available! Train crews, car hosts, depot tour guides all make events like these go smoothly and ensure a pleasant experience for our visitors. Please see a museum manager if you're able to spend a few hours to help out!

—Otto M. Vondrak

"STEAM ON THE RANGE" 2009

The full schedule and details for the NRHS national convention to be held August 11-16, 2009 in Duluth, Minnesota has been posted to www.steamontherange.com. Many trips and presentations are planned.



To complete the cosmetic restoration of Rochester Gas & Electric GE 45-tonner #1941, the priming and finish painting of the radiator louvers has to be done before they can be reinstalled. Once in place, then the engine can be painted. Project manager Joe Nugent (above) cleaned the louvers up after insuring the mechanisms were freed up. He moved the assembly down to the Industry depot parking lot where Chris Hauf took over to prime and paint them. PHOTO BY CHRIS HAUF



The NYMT and R&GVRRM have shared a long partnership with the Pennsylvania Trolley Museum in Arden, PA. For the NYMT, the partnership recently resulted in the PTM donating its old line car to the NYMT. On May 8 a Silk Road Transport lowboy delivered the former Philadelphia trolley snow sweeper body to the NYMT. Upon arrival, the car was jacked up and cribbed to allow the trailer to escape. Here we see the truck with the car being jacked up near to its final height. The line car came as a body only, and the NYMT is working on plans to get the car on to trucks to first be towed as a trailer and eventually operated under its own power. PHOTO BY CHRIS HAUF

Lackawanna 2628

The Delaware, Lackawanna & Western operated an extensive commuter service out of its waterfront terminal in Hoboken to the suburbs of northwestern New Jersey on its Morris & Essex division. Extensive grade separation projects at the turn of the last century allowed dramatic increases in speed and safety. In 1930, the Lackawanna electrified its suburban commuter routes using a 3,000v DC overhead catenary system. Because of their ability to quickly accelerate between frequent stops, they were able to cover the schedules much quicker than the old steam-powered trains.

Car 2628 was built in 1930 by Pullman as part of an order of 141 electric multiple-unit commuter coaches. These cars are self-propelled, drawing electric current from an overhead wire. An extendable pantograph slides a collection shoe along the contact wire. The pantograph is designed to be flexible to differences in height, yet maintain constant tension against the wire.

Wide aisles, vestibules, and steps helped speed up passenger loading and unloading. Coach exteriors were finished in deep olive green, with interior walls painted light buff above the windows, and green below. Ceilings were a light cream color. Rattan "walkover" seats allowed the passenger to choose which way he was facing.

A fleet of 141 non-motorized trailers were paired up with the 141 powered coaches. The cars were built upon a copper-bearing steel frame, using aluminum panels for the roof and interiors to save weight. Air conditioning was never an option on these cars, instead commuters sought relief from either the small circulating fans installed overhead or by opening the window. Operating cabs were built into the ends of each pair of cars. Air operated windshield wipers and defrosters helped maintain visibility for the engineer.

Railroads were never in a hurry to provide new equipment for their commuter services. They were already a very labor and capital intensive service, and new cars



Our Lackawanna electric MU car served suburban New Jersey commuters for more than 50 years before it came to our museum. It was used in the 1990s for some short trips during summer Chapter meetings on our then-new demonstration railroad. PHOTO BY CHRIS HAUF

were just not in the budget. With the high reliability rate of electric equipment, there was little reason to contemplate replacement. Our DL&W 2628 soldiered on and served generations of New Jersey commuters with little change over the years. After the 1960 Erie Lackawanna merger, the car was renumbered 3628. When Conrail took over operation of the former EL lines, the car was renumbered 4628, to avoid conflict with a series of GP38's with the same numbers.

After a number of years of public debate over the idea of public subsidy for commuter services, the New Jersey Dept. of Transportation began a program of purchasing new equipment and subsidizing rail service in the 1970s. While other lines enjoyed new coaches and air-conditioned comfort, the Depression-era Lackawanna MU's were viewed as quaint antiques that needed to be replaced. Aside from some experimental paint schemes, the electric MU's were operating almost exactly as delivered. A major stumbling block was the Lackawanna's electrical system, which was not compatible with the former Pennsylvania lines operated by high-voltage AC current. There was no sense in buying new equipment that would be held captive to a single route. After much discussion, it was decided to convert the former Lackawanna lines to high-voltage AC by 1984.

In 1983, NJ Transit assumed direct responsibility for operating and maintaining the state's commuter services. Our

2628 has the distinction of being the last car on the last train of former Lackawanna MU's to depart Hoboken Terminal. On August 24, 1984, Train #429 rolled into the history books.

Because the fleet of power cars and trailers were still in reasonably good condition, many of these classic Pullman coaches found new homes on tourist railroads across the country. Our 2628 was purchased from an equipment dealer in February 1985 for \$3,500 by a group of Rochester Chapter members.

For more than 20 years, our Lackawanna MU car was on display in Industry Yard, showing our visitors a typical mid-century commuter coach. Unfortunately, the years have not been kind to our car. The weight-saving materials used in the roof caused a reaction between the dissimilar metals and weakened the supports. The roof of our coach has suffered a partial collapse, exposing the interior of this car to the elements. We are currently seeking donations to allow us to stabilize the car and protect it from further deterioration. Please contact a museum manager if you can help. ■

AT A GLANCE

Road/Number: DL&W 2628

Built: 1930 **Builder:** Pullman

Weight: 74 tons **Length:** 70'-2"

Capacity: 84 Passengers

Acquired: 1985



HAPPY BIRTHDAY, ALLISON! More than forty guests attended Allison Hauf's sixth birthday party, hosted by our two museum and organized by volunteer Chris Hauf. Special birthday packages could be an excellent source of revenue for our museum, but we must have the ready manpower to match the enthusiasm. Could this be a new opportunity for our two museums? PHOTO BY CHRIS HAUF

Birthdays at the Museum: An Opportunity?

For many years, group tours have been a steady source of visitors for the museums. Many of those tours take place during the week and are comprised of school groups, however, we do have weekend tours as well. A small portion of the business comes in the form of children's birthday parties. A very lucrative offering for many area businesses, the R&GVRRM and NYMT have been receptive to having parties, but we don't actively publicize and market them. The challenges are numerous including additional manpower needs both before and during the party and trying to fit a large group into our standard operating day, but there could certainly be a payoff to the museums in increased visitorship along with possible additional revenue streams.

How do I know this? Well, I had a very proud moment when my oldest daughter,

Allison, asked to have her 6th birthday party at the museums. My wife and I felt this was the year for the "big party" so we invited a group of our friends along with my daughter's entire kindergarten class. Not only did we welcome the kids, but the parents as well. In the end, we had 42 people and were the 2:00 PM ride on Opening Day. With the added capacity of trolleys running to a diesel powered cabooses train, we had the capacity to do a single run where we would have had to split up the group on track cars. With the benefit of car 409, the former "Spaghetti Warehouse" trolley, we were able to have everyone sit down to cake as well. I handled all of the logistics in partnership with Jim Dierks of NYMT. I also took care of all tour-guiding details; adding to the regularly scheduled crew. I also handled all clean-up as well

which would certainly be something we would need to contend with.

In the long run, this was a proud moment for me, and to share the museums with my daughter's friends, was a great learning experience for me and was something the museums will continue to consider as a growth opportunity. We are already increasing our promotion of our group tours to area schools and day care centers. So, you ask, "What can I do?" For our group and birthday business to succeed, we need for help for both joint weekday and Sunday operations. From depot guides to operating crews to ticket sellers to gift shop personnel, we need more help so please consider lending a hand at either the R&GVRRM or the NYMT so we can continue to grow our visitorship.

—Chris Hauf

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.

THE SEMAPHORE

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Chapter Meeting:
June 18
7:00 PM at Industry Depot
Route 251, Industry (Rush)

Next Chapter Meeting:
July 16
7:00 PM at Industry Depot
Route 251, Industry (Rush)

Off the Train Wire

—Compiled by Rand Warner

SAME ADDRESS, NEW LOOK: Thanks to webmaster Mike Roqué, the museum has a new web site and news blog. Check out the new web site at www.rgvrrm.org.

DRAINAGE PROJECTS

Mike Dow has completed ditch cleaning and re-ditching all the way north from Switch 6 to Scanlon's Curve using our backhoe tractor and our Gradall. Bob Mader and Rand Warner spotted ten bales of straw for erosion control. With help from Lynn Heintz, Rand also brought in a trailer load of broken concrete rip-rap to shore up some areas that were prone to heavy erosion.

THANKS TO

Joel Shaw, for donating a two-ton hydraulic jack, which now resides in the Restoration Building.

EMPIRE STATE EXPRESS COACHES

Don Wawrzyniak and Joel Shaw spent a Saturday sewing as well as re-upholstering several of the Empire State Express passenger car seats. Work continues to prepare these coaches for possible public excursions this fall. Please see a museum manager if you can spare a few hours to help.

TRACTION ACTION

Our former Philadelphia streetsweeper carbody C-147 has been dismantled by museum volunteers and usable parts salvaged to support other trolley restoration projects. Originally we had considered converting this carbody into a line car to support the NYMT's electrification extension project. After many years, the line car project was deemed beyond our scope, and the arrival of a fully-equipped carbody from the Pennsylvania Trolley Museum (see photo on page 5) made our project moot. The removal of this car frees up additional space for the extension of the West Siding to store our excursion trainset, and the useful parts will not go to waste... Thanks to Luther Brefo, David Scheiderich, Joe Nugent, Peter Gores, Rick Israelson, Rand Warner and others for their help.

WATER SUPPLY UPDATE

The Rochester Chapter Board of Directors has authorized a contract with Meagher Engineering for professional services needed to meet government regulatory requirements. We have updated well drilling quotes from three contractors, obtained by Rand Warner. Rand and Jeremy Tuke are also obtaining three directional drilling quotes for underground piping from the well pump down to the depot. Jeremy has obtained quotes for porta-johns, if needed for emergency toilet service for our visitors and volunteers while our new water system is under construction. We would like to have a viable water system connected to the museum by September. For the first year, the water supply cannot be used for drinking or washing, so bottled drinking water will have to be provided for our volunteers.

DESPATCH SHOPS REVISITED
JUNE 21
WWW.RGVRRM.ORG