

THE SEMAPHORE

FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

JULY 2009
VOL. 51 No. 10

NEXT CHAPTER MEETING:
July 16
*Enjoy Your Museum Railroad!
Bring a friend and enjoy
a relaxing evening train ride!*



The flagship train of the Lehigh Valley Railroad was the Black Diamond, carrying passengers in style between New York and Buffalo through the scenic mountain scenery of rural Pennsylvania. Here we find two Alco PA's in charge of the Black Diamond through the Lehigh Gorge. The Black Diamond made its last run fifty years ago on May, 12, 1959. See the story on page 7 for the interesting history of this first class train. PHOTO BY KERMIT GEARY, SR.

Tracks to the Future

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Seems like the moment we construct some new track, we find something to put on it! As soon as the new Upper Yard was completed, equipment appeared out of nowhere to fill it! We'll need to continue extending some of these tracks out the back of the Restoration Building to provide us with "deep storage" tracks that won't interfere with normal museum switching operations.

A more pressing issue is construction of our West Siding (located on the west side of the Livonia, Avon & Lakeville mainline) which will house our excursion trainset. Without this siding, we will not be able to move all our cars and make them ready for potential future fall foliage runs.

There are several obstacles to be overcome. Before we build more track, we must complete grading and leveling the

earth. In order to complete the grading and leveling, we must repair some of our heavy construction equipment, including our critical bulldozers. Before we can continue grading and leveling, we have to clear the path of heavy machinery and other items stored in this area.

Before we can make our coaches available for mainline excursions, we must complete interior work on Car 1, and complete window replacement on the remaining cars. There's a lot of work to be done!

Your support at this critical time will help us make sure we meet our goals for the year. Whether you can contribute a few dollars or a few hours of your time, any participation is greatly appreciated.

Please help make your museum a success! Let's get ready to highball once more!

—Otto M. Vondrak, Editor



www.rochnrhs.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS



HEY, I KNOW YOU: Falls Road Alco RS-32 2035 (built in 1962 as New York Central 2035) pauses alongside the Medina Railroad Museum's two NYC E8's during Rochester Chapter's day-long Falls Road excursion on June 28. See the story on page 5 for more details. PHOTO BY JEREMY TUKE

WITH SYMPATHY

The Rochester Chapter extends its sympathies to Bob Mader, on the passing of his former wife Joan Matthews (Mader). Bob and Joan attended many Chapter functions, and Bob has been a Chapter member and a Museum volunteer for many years. In addition to Bob, Joan is survived by their daughter Liesl and her husband Brian, two grandchildren, and many sisters and brothers.

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.

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 (known as the "Hojack") from Model City to Oswego, presented by John Stewart.

CHAPTER LIBRARY REPORT

Special summer hours will be in effect 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 Bob Fleck, Library Chairman at: Rcfleck@rochester.rr.com.

CHAPTER SPONSORED AMTRAK TOURS

Join our Chapter tour guides Jim and Dianne East for another exciting year of chartered rail tours. Don't wait, make your reservation now! For price details and detailed information, please contact Jim East at (585) 377-5389 or by email at raileast@aol.com.

Pre-Christmas Escorted New York City Trips
Friday, Dec. 11-Monday, Dec. 14

PLEASE NOTE: Only the December 3-5 trip has been cancelled. 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

SOLD OUT! This trip has sold out, but we are taking names to put on our waiting list, in case additional space opens up. Please email for details.

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

PLAN AHEAD: Next Meeting:
August 20
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 1941: The chapter has been recipient of another grant from the Amherst Railway Society. The money from the grant will go toward replacing the windows in General Electric loco 1941 which is nearing completion of its restoration. Thanks go to member Chris Hauf for writing and submitting the grant proposal.

USA1843: Our Fairbanks-Morse H-12-44 was pre-lubed and started up once again after lying dormant for nearly two months. The plan is to keep 1843 at the ready for the season as a standby and not in the usual power pool for the year as the 211 is now a self-starter since receiving new batteries. There was a clogged drain in the radiator room of the locomotive that prevented rain water from draining out of this space. This clog has since been cleared by Ron Amberger. A rubber weather cap is being fabricated for the top of the radiator room to minimize the amount of water collecting in the radiator room. Options are also being investigated for non-invasive/non-restricting oil catchers for the exhaust stacks. Finally, the peeling paint is being addressed on this locomotive as the weather permits.

LV 211: Mike Dow and Dave Scheiderich adjusted the governor for better generator loading. Dick Holbert is also working on



Work continues on our former New York Central "Empire State Express" coaches in our restoration shop at Industry. TOP: Dale Hartnett is seen removing the last of the MTA blue paint from around the windows of Car 1. It is hoped that we can eventually strip the blue paint off all our coaches and return them to their original as-delivered exterior appearance. ABOVE: Norm Shaddick is making new brake hoses for our coaches, in anticipation of returning them to active service.

PHOTOS BY RON AMBERGER

the locomotive's cab radio to ensure reliable operation in the future.

RG&E 8: The newest addition to our fleet of GE center-cab switchers has been the recipient of some much needed attention from the Motive Power Department. The brake parts have arrived and much of the brake system has been dismantled for cleaning, greasing, and packing cup

replacement. Dave Scheiderich has been hard at work removing internal air handling equipment for cleaning and inspection. Dave has also been working on cleaning out the battery compartment. Joe Nugent began inspecting the traction motor brushes and discovered a loose brush holder and several bad brushes. A source for new brushes is currently being investigated. Operating the engine with



MUSEUM NEWS CONTINUED

bad brushes will increase the potential for irreparable damage to the electric motors. Ron Amberger disassembled, cleaned and reassembled the valves on the No. 1 air compressor.

RG&E 1950: Loose paint and rust is being removed from this locomotive's exterior. Bare metal will be primed and painted in order to slow the decay of this locomotive. The new paint will help preserve the underlying metal until this locomotive is completely overhauled.

EK 6: This locomotive will see air system repairs and will be pressed into service this summer. It will also receive a new coat of paint, which will dramatically help the appearance of this historic locomotive. Purchased new in 1946, EK 6 was the first diesel locomotive to operate at Kodak Park. It was donated to Rochester Chapter NRHS in 1981, and was our primary locomotive for many years.

R&GV 1654: The voltmeter on this locomotive is slowly dying. It will be replaced sometime this year.

Brooklyn Navy Yard 12: Ron Amberger and Joe Nugent made a series of photographs of the interior and exterior details of the boiler on number 12. The photos were requested by Strasburg Railroad shops prior to their inspection of the boiler in mid-July. Ron Amberger also made a series of thickness measurements which were forwarded to the Strasburg people. He has also been coordinating the visit by the master mechanic of the Strasburg shop. Ron has also been doing his own calculations on the permissible operating pressure of this boiler given the existing thickness of the boiler parts. Strasburg will double check these figures and report back to us.

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

TRACK DEPT.

Luther Brefo, Chad Timothy, Dan Waterstraat and others have removed the



Motive Power Dept. Superintendent Joe Nugent emerges from the steam dome of former Brooklyn Navy Yard 12. Joe assisted Ron Amberger in taking thickness measurements of the steam locomotive's boiler. Those measurements will be used to calculate potential maximum operating pressure, with confirmation from The Strasburg Railroad's chief mechanical officer. PHOTO BY RON AMBERGER

remains of old Track 1 and 2 from the Industry Depot area. Materials that could be saved have been repurposed for other projects. Future plans call for a replica freight house to be rebuilt on the site of the original. The freight house would house additional display space, as well as ADA compliant restroom facilities, allowing us to host larger groups of visitors. In the meantime, the area will be kept clear.

Work continues on the West Siding, using our Bucyrus excavator and our Huber Waco grader. Volunteers are restoring our Cat D-7 and Cat D-6 back to working order, so that grading work can continue.

Various alternatives for the construction and layout of our the revised lead switch to Industry yard from the LA&L mainline are being reviewed by railroad and museum staff members.

—Rand Warner

FREIGHT CAR DEPT.

In preparation for our first ever Railfan Day to be held August 1, museum volunteers performed an inspection of our freight car fleet. Crews inspected the Eastman Chemical (Kodak) tank car #52 and Pennsylvania Railroad hopper

#747803, discovering an air leak in brake line. The problem on the hopper has

been isolated to a coupling that had been installed to repair a brake in the line. The tank car air reservoir was found to not be securely fastened which in turn was affecting the fittings of a pipe causing a leak. The FGE wooden reefer and our other MDT steel reefer #12549 were found to have functional air brakes. These four cars are currently stored on the loop track at NYMT, and need to be moved to allow NYMT volunteers to string overhead wire for eventual future trolley operation. Moving the cars to Industry will give us easier access to perform repairs.

—Dave Scheiderich

ESE EXCURSION COACHES

John Redden, Norm Shaddick, Rand Warner and others have replaced internal air hoses on a total of six cars so far.

Dan Wawrzyniak has now made up two dozen new seat covers and installed them on seat cushions. This will make a major improvement to our cars' interior appearance and utility.

Dale Hartnet is done scraping all of the Metro-North blue paint from the exterior of Car 1, a very tedious job. Chris Hauf has been working to remove the obsolete steam heat equipment from Car 1, preparing for the installation of new electric

R&GV MUSEUM NEWS

baseboard heating.

Last month we received the polycarbonate sheets needed to complete the rehab of the windows on Cars 4 and 5, the last two of the five coaches in our Budd-built New York Central stainless steel passenger car set! Bob Mader cut all the sheets needed as well as rounding the corners using a router at home. Don Wawrzyniak has reassembled five windows that were ready for the new glazing. Dave Peet removed two more windows from Car 4 and Bill Blaesi has begun wire wheeling the frames to remove the paint and corrosion from the frames. This leaves only 20 windows left to rehab and this phase of the project will be done! We still need additional help to complete the work on the cars' exterior. Dale Hartnett is working on replacing the bolts that hold the stainless panels around the windows. Window replacement is very important as we work to resume excursions this season, so please come on out any Tuesday or Saturday to get involved in this "highly visible" project!

—Rand Warner and Dave Peet

FALLS ROAD TRIP

In spite of a very rainy day, 35 hearty souls enjoyed a trip by bus from Henrietta, then a train ride from Lockport to Medina for a tour of the Medina Railroad Museum. We travelled on the Falls Road Railroad in cars that were owned by the Western New York Railway Historical Society. The former New York Central Budd-built coaches are very similar to ours, being slightly newer 1947-48 vintage with "long-distance" style seats that were very well kept.

Following our tour of the museum, we traveled to the Spring Lake Winery. At the winery we had a very nice lunch and were entertained by a fifteen-piece big band from Buffalo. A wine tasting followed lunch. We got back on the train for the short trip back to Lockport and then our bus back to Henrietta. The trip went very well in spite of the on-and-off rain and a very good time was had by all.

—Don Wawrzyniak and Bob Moore

STEAM ON THE RIDGE 2009

From Tuesday, August 11 through Sunday, August 16, enjoy special excursions, tours, and presentations focused on the rich mining heritage of Minnesota.

Unfortunately, the planned visit by SP 4449 has been cancelled. The 4449 group reluctantly withdrew their earlier agreement when the sponsors of Train Fest 2009 in Owosso, Michigan suddenly notified the NRHS that a five figure user fee was to be paid to the Michigan group, in addition to the fees the NRHS had already agreed to with the 4449 organization. Neither the NRHS or the 4449 group was aware that the Michigan group had what they claimed was a proprietary agreement in controlling use of the locomotive during its upcoming four month journey to the Midwest. The 4449 organization, in order to preserve their arrangement with the Michigan group decided to withdraw from participation in the NRHS convention. Special train and photos shots at area railroad and museums are planned as part of the convention activities. For more information, please visit www.steamontherange2009.com. ■



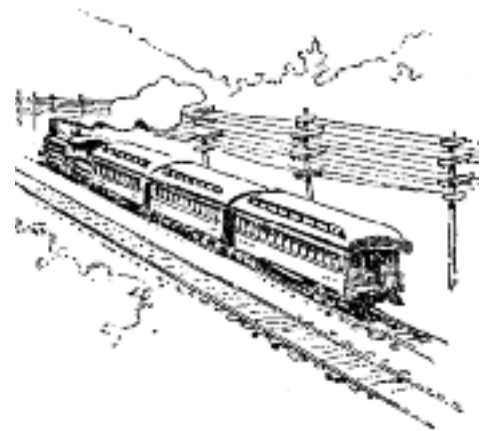
ORDER BOARD

Trolley Time at NYMT
July 19, 2009

Diesel Days
August 22-23, 2009

End of Museum Season
November 1, 2009

www.rgvrrm.org



Train Funds on Fast Track for New York

Reports from Washington say that money earmarked for high-speed rail improvements throughout the Empire Corridor between New York and Buffalo could be awarded to New York State by September. More than \$8 billion in improvements are scheduled to be made with the stimulus money. To be spent incrementally over a period of years, the funds will be used to improve existing corridors and help develop new routes. Federal Railroad

Administration spokesman Warren Flatau will announce the grants as they are approved. All of the money must be awarded — but not necessarily spent — by September 2012. The New York State Department of Transportation is reviewing the Federal guidelines before submitting final applications for funds. NYSDOT spokesman Charles Carrier said the plan is to move ahead with previously announced projects, including adding track capacity

between Buffalo and Albany, and adding a second track to the bottleneck between Albany and Rennselaer. Other projects, such as a proposed Binghamton to Scranton passenger service, may not be included in the first round of applications.

—Portions excerpted from an article that appeared in the Rochester Democrat & Chronicle, June 18, 2009.

Steam Double-Header on the Arcade & Attica

When was the last time you rode behind two steam locomotives in New York State? For a group of lucky railfans, that answer is... last month! On June 27, 2009 the Arcade & Attica Railroad offered passenger trips featuring two beautifully restored steam locomotives. The A&A's pride and joy, No. 18, was joined by a privately owned 0-4-0 saddle tank engine, Viscose Company No. 6. For a measly \$38, one could ride the special morning photo special and any of the regular runs during day. If that wasn't enough, there was a slide show and a nighttime photo shoot offered later that night. A terrific value, indeed!

No. 18 is a Consolidation type (2-8-0) steam locomotive built in 1920 by the American Locomotive Works. It was purchased by the A&A in 1962 for excursion service. In 2001, new FRA regulations for steam locomotives forced the A&A to pull the locomotive from service. The No. 18 was stripped down to its bare boiler and frame, inspected, and extensively overhauled. The boiler received new firebox side sheets, new front and rear flue sheets, and new flues. The locomotive also received repair to its cab, pilot, and smoke box. No. 18 returned to service on Memorial Day weekend 2008, ending the drought of steam service on the Arcade & Attica railroad.

Viscose Company No. 6 is a 0-4-0 saddle tank locomotive built in 1925 by the Baldwin Locomotive Works. It was purchased by Scott Symans of Dunkirk, NY in 2004. From 2004 through 2007, Symans and his friends meticulously rebuilt the locomotive from the ground up. It received a new cab, a new smoke box, an updated air brake system, and several modifications in order to meet current FRA regulations. Since its restoration, the No. 6 has visited the New York & Lake Erie Railroad in Gowanda, NY, as well as the Lorraine & West Virginia Railway in Wellington, Ohio. The No. 6 is easily transported on its own specially built highway trailer.

The day of the double header started off at the engine house in Arcade. It was a beautiful day, which was only made better by the sight of two steam locomotives being prepped for a long day of service. Fires were stoked, mechanical components



Railfan Day at the Arcade & Attica Railroad, June 27. Seen here at the ARA's engine house from left to right are the visiting Viscose Company 0-6-0 No. 6, regular freight power GE 65-tonner No. 112, and ARA steam locomotive No. 18. The railroad hosted a successful weekend of excursions and photo opportunities for many enthusiastic participants! PHOTO BY DAVE SCHEIDERICH

were lubricated, and daily inspections were underway as Dave Scheiderich, Ron Amberger, and myself milled about the yard in Arcade. We later met up with fellow chapter member Duncan Richards. The first trip of the day would bring us south out of Arcade. With A&A No. 18 on the head end and Viscose No. 6 at the rear, the train made a back up move all the way to Arcade Junction. This portion of the railroad is the last surviving rail line of the Buffalo & Susquehanna Railroad in New York State. It is normally only used for freight, so it was a real treat to travel the line on a steam powered passenger train! The No. 6 ran around the train at the junction and coupled onto the head end. We were then ready to head north to Curriers.

The train stopped once between Arcade Junction and Arcade for a photo run-by. After another stop in Arcade to take on water, the train began its trip north to Curriers. This stretch of the railroad has received an unbelievable amount of track work within the last year, thanks to assistance from the state. I rode this line approximately one year ago, and could not believe how much the track had improved since then. The passenger cars no longer pitched from side to side. The driving wheels on the locomotive no longer moved up and down wildly to match the dips and bumps in the rail. All of this work was no small task, given the marshy conditions of the terrain and the antique, relatively light-weight rail.

The train stopped in several different locations for more photo opportunities until we got to Curriers. Here the locomotives would be oiled and the No. 6 would also take on more water via a tanker truck. Still coupled together in a consist, the two locomotives would then run around to the rear of the train and take us back to Arcade. This would mark the end of the photographers special run.

In Arcade, the two steam locomotives parted ways. The No. 18 would run two more trips to Curriers and back, while the No. 6 would run shorter trips south to Arcade Junction with a set of two coaches. This provided several more opportunities to photograph both trains throughout the day. At the end of the day, there was a special train that took passengers to an ice cream shop along the B&S portion of the line, pulled by Viscose No. 6.

The day concluded with a nighttime photo shoot outside the engine house. Steve Barry, editor of *Railfan & Railroad* magazine, made a special trip to Arcade in order to conduct the shoot. We were able to capture several spectacular photos of the steam locomotives simmering in the yard.

Finally, I would like to thank everyone at the Arcade and Attica for an excellent day of activities! I would highly recommend a trip to this railroad. It has undergone an amazing transformation, and yet has retained all of its charm. For more details, please visit www.arcadeandatticarr.com.

—Joe Nugent



The Black Diamond passes a freight train at Lehigh, Pennsylvania on its Buffalo to New York run. Electrics would be swapped for diesels at Newark, New Jersey and the Pennsylvania Railroad would haul the train for the last few miles to terminate at New York's Penn Station. PHOTO BY KERMIT GEARY, SR.

Remembering the "Black Diamond"

On March 21, 1896, the Lehigh Valley Railroad issued a circular to the public entitled "The Handsomest Trains in the World." It stated that the company "is now having constructed two trains of elegantly equipped cars for service between New York and Buffalo, which for completeness of detail, for comfort and safety, will surpass any trains now in the world."

The attendant publicity surrounding the forthcoming, but yet unnamed train discussed in the circular captured national attention through a naming contest initiated by railroad. A prize of \$25 in gold was offered for the suggestion of a name befitting the train. The railroad's passenger department was literally swamped by 35,000 suggestions. "The Black Diamond Express," was submitted as the winning name by Charles M. Montgomery, a hotel clerk in Toledo, Ohio. The name symbolized the wealth of "black diamonds," or anthracite coal, which was so closely bound to the railroad's fortunes.

On May 18, 1896, the Black Diamond made its inaugural run between Jersey City and Buffalo. The initial consist of the train included a combination baggage-cafe car containing a library and smoking room, two day coaches, and a Pullman palace observation car. The interiors of the cars were finished in polished mahogany with figured panels and inlaid beveled French



Alco PA 606 leads the Black Diamond through the Lehigh Gorge. PHOTO BY KERMIT GEARY, SR.

mirrors. The ceilings were finished in white and gold "Empire dome" style.

The Black Diamond had stiff competition for passengers between New York and Buffalo from the New York Central and the Lackawanna. While the Lehigh Valley's train could not compete on speed, it was the luxurious services and beautiful mountain scenery that won over its passengers.

1940, the train was upgraded with streamlined coaches designed by Otto Kuhler. Streamlined shrouds were also designed for the Pacific 4-6-2's that hauled the train. Steam was later replaced by Alco PA diesels, finished in a striking combination of Cornell Red and black pinstripes.

Having no route to New York City of its own, the Black Diamond first used the Pennsylvania Railroad's Exchange Place terminal in Jersey City. In 1913, the train was forced out and moved to the Jersey Central's waterfront terminal at Jersey City. By 1918, the terminal was moved to New York Penn Station, with the Pennsy hauling the train the last few miles from Newark, New Jersey.

The Black Diamond rolled its last miles on May 12, 1959, a victim of cutbacks in passenger services system wide. All passenger service on the Lehigh Valley ended for good on February 8, 1961.

—Richard Palmer and Otto M. Vondrak

The Newark & Marion Railroad in Pictures

The Newark & Marion Railroad was organized on May 4, 1900 by local interests and construction was started on November 13, 1901. It was July 1905 before the line was graded and the rail was laid for six miles. Crowds turned out in Marion on December 14 to see the first train. A year later service was extended to Newark and a connection with the Northern Central Railroad (which later became part of the Pennsylvania Railroad). The Newark & Marion's primary traffic was agricultural, with apples, beets, onions, potatoes and spinach were all grown locally and shipped out in blocks of reefers. Support came from the local agricultural industry, and the railroad's traffic continued to grow through the 1920s.

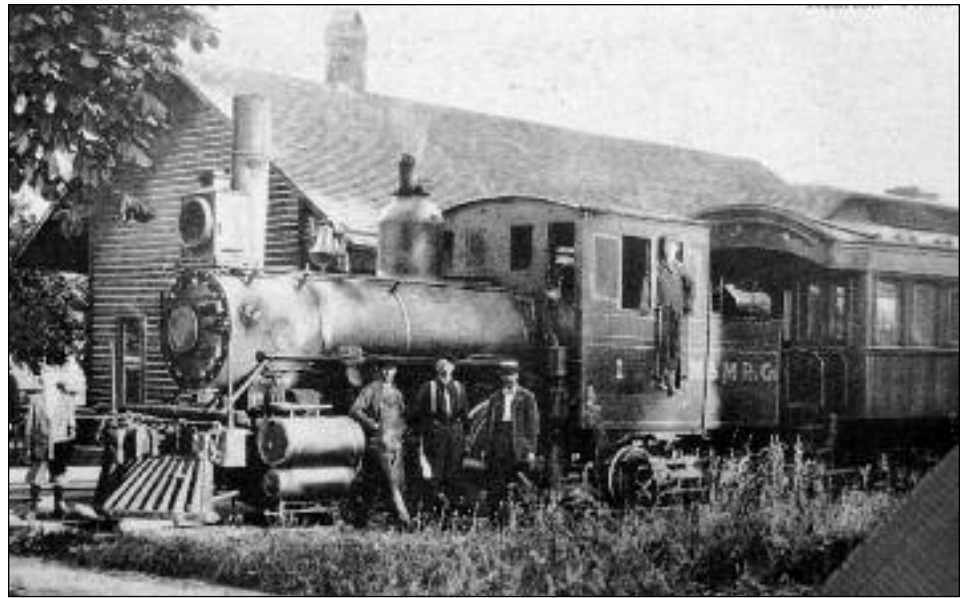
The Pennsylvania Railroad purchased the Newark & Marion on May 4, 1930, and operated as part of the Elmira Branch for the rest of its existence. Control of the line passed to Penn Central in 1968, and Conrail in 1976. The Marion branch was operated by the new Ontario Midland after 1979. The last train to move over the old Newark & Marion rolled into history in July 1984 (See February 2009 issue of THE SEMAPHORE). These photos are from the collection of historian Richard Palmer, who kindly offered to share them with us.

TOP: The first locomotive on the Newark & Marion was this second hand 0-4-4T Baldwin "Forney" type engine purchased from the Chicago & South Side Elevated Railroad. It pulled the first train into Marion on Dec. 14, 1905. To handle the crowds of curious thrill-seekers carried on this special occasion, a regular coach was donated for use by the connecting Pennsylvania Railroad.

MIDDLE: In this undated photo, we can see one of two small 0-4-0 switch engines purchased second-hand from the New York Central. Most of the time the Newark & Marion ran mixed trains until all passenger service was discontinued in 1930.

BOTTOM: The Newark & Marion at various times had four 2-8-0's, all Baldwin products, that were purchased second hand or provided by the Pennsylvania Railroad. This undated photo shows a train passing an unknown cold storage facility.

—Richard Palmer
and Otto M. Vondrak





“Railroad historical unit has begun restoring old Erie station at Industry and converting it to a railroad museum.” The Rochester Chapter had just begun work on restoring the historic depot in 1972.

Station to be Museum

Railroad buffs work to convert ‘an eyesore into a showplace.’

By **BOB SIMISON**

A group of Rochester railroad enthusiasts has shifted its interests from shoveling coal into fireboxes of old locomotives to shoveling cinders out of an abandoned depot.

The group, about a dozen members of the National Railway Historical Society, Rochester Chapter, has been working since last winter to restore a station along the old Erie Railroad line in Industry.

So far, they’ve patched the roof, replaced broken windows and cleaned the basement of water and cinders, reports Gerald A. Hott, president of the Rochester group. They still have a long way to go, he says.

“Let’s face it — this place is a mess,” he said during a recent tour of the station. “We’re trying to make a showplace out of an eyesore.” The group wants to make the station on Route 251 a railroad museum, Hott said. The Erie tracks west of the station was part of a proposed rapid transit system.

The station was once a showplace, James Culley of Batavia says. Culley was agent at the station from December 1937 to February 1940. Passenger service was curtailed on September 30, 1941.

“Once a week we used to get a detail of the boys from the school down there to get the place cleaned out,” Culley recalled.

“They even polished the furniture. We kept it a real showplace.”

The station is near the New York State Agriculture and Industry School in Industry. When the present building was constructed in 1909, the school gave the station its name, “Industry.”

Historical Society records show that the Erie line has had a station there since 1854. The first name was, “Scottsville.”

In 1903, the station was renamed “Pixley,” [named after] Hart Pixley, agent there for 40 years. The Historical Society’s name “Oatka,” was used in 1908 before the present building was constructed.

Culley’s memories of the 20-by-70 foot, four room structure are more polished than the finishes now on the bare wooden waiting seats and stripped walls.

“Even the restrooms were nice,” he said. “The fixtures were fine porcelain, and the stalls were polished marble.” Vandals have since removed even the toilets from the building. The restrooms, like the other rooms, are devastated.

“I have many memories of the place,” Culley said. “The station was quite a place for guards at Industry to come in to sit around and shoot the bull. We had a 5 p.m. train from Rochester with the mail and papers.

“They raised cabbages around there, and every fall we’d load 15 or 20 carloads out of there. And there were maybe a dozen commuters, and the Industry boys who behaved themselves would come in and buy tickets home at Christmas and Easter.”

The Historical Society began work during the winter after buying the building for \$1 from the Erie [Lackawanna] Railroad.

The roof is first on a list of repairs on a blackboard in the building. Hott said the group hopes to reroof the building this summer and to apply a coat of Erie two-tone green to the bare shingled exterior.

Inside, the group has had to reconstruct the basement stairs, repair the rain-damaged ceiling and floors and replace electrical wiring.

One of the first things Hott’s group did was drain several feet of water out of the basement. The bottom four steps leading to the basement were rotted away. A two foot layer of cinders, coal and debris remained.

“We weren’t even sure there was a floor under there,” Hott said. “Evidently they dumped ashes from the furnace down there and never cleaned it out.”

It will be a slow, painstaking restoration process, Hott says. Vandals have smashed railings, woodwork and doors, and have taken drawers, light fixtures and even a wood stove the men installed to keep warm during winter work sessions.

Work has started in the south waiting room. In the center of the building are the ticket office and the restrooms. The north half of the building includes another waiting room and the baggage room.

“The two waiting rooms were because of the old thing of one for men and one for women,” Culley says. “We opened just the north one. The other one collected a lot of dust. I let a guy build a motorboat in there one time.”

Culley left the Erie [Lackawanna] Railroad in 1961 after 25 years. He recently retired from the State Police, where he was dispatcher in Batavia.

Hott, whose home in Rush is decorated with photographs of locomotives, wears the semaphore signal tie clip of General Railway Signal, where he is a supplier. He is a supporter of the proposed Rochester rapid transit corridor.

—Thanks to Jim McClennin for sending in this historic newspaper clipping from the Rochester Times-Union, July 10, 1972.

PC 18526

The New York Central and subsequently the Penn Central built these steel transfer type cabooses in their Despatch Car Shops located in East Rochester, NY. This particular car was built in 1969 after the merger of the New York Central, the Pennsylvania Railroad, and the New Haven & Hartford Railroads. This was the second class of transfer "hacks" built by the NYC/PC.

Built with large platforms on either end for increased visibility, these cabooses were used in local switching and transfer freights. The car was equipped with a toilet, running water, a conductor's desk at one end, and a single bunk.

Penn Central 18526 was built new for the railroad in 1969, and became part of their N-11E class. Part of a group of 140 cars, the cars were 23' long and weighed about 44,1000 lbs. Our was passed on to the Conrail fleet in 1976, where it served out its last years based out of Rochester Goodman Street Yard.

The car was donated by Conrail to the museum in January, 1996. The car suffered some cosmetic damage to the side shown above when it was involved in a roll-over near Batavia, NY. This damage was repaired by museum volunteers prior to its cosmetic restoration. The car is equipped with roller bearing trucks and modern brakes making it the most "modern" caboose in the Rochester & Genesee Valley Railroad Museum roster.

The car is completely restored inside and out, and is typical of an in-service caboose of the 1970s. Repainting to Penn Central 'Deepwater Green' was achieved during the summer of 2002. ■



AT A GLANCE

Road/Number: PC 18526

Built: 1969

Builder: Despatch Shops Inc.

Acquired: 1996

TOP: Penn Central 18526 at Industry, shortly after its cosmetic restoration was completed in 2002. **MIDDLE:** Repairing the damaged floor, right down to the frame. **ABOVE LEFT:** Welding a patch to repair the bent corner post. **ABOVE RIGHT:** Floor repairs and interior body work are almost finished in this photo, meaning a new coat of paint can't be far behind. **PHOTOS BY CHRIS HAUF**



SIXTY YEARS AGO, THEY CAME TO ROCHESTER: The 1949 NRHS National Convention was hosted by the Rochester Chapter. By all accounts, it was a very successful event. Activities included a thorough tour of the Rochester Subway, and an excursion from Rochester to Salamanca over the Baltimore & Ohio. From our Chapter archives comes this photo from the convention banquet. Not much is known about the location or the people in the photo. If you recognize anyone, please contact the editor! This year's National Convention will be held in Duluth, Minnesota. ROCHESTER CHAPTER ARCHIVE

Synopsis of the Spring 2009 NRHS Directors Meeting

The NRHS Board of Directors met in Norwalk, Connecticut on April 18-19, 2009. The meeting was hosted by the Western Connecticut Chapter. Here are some highlights:

Editor Jeff Smith submitted a report that the *NRHS Bulletin* is officially back on schedule and is expected to remain so. During three consecutive weeks in April, the NRHS mailed the Fall 2008 *Bulletin*, the 2007 *Yearbook* and the Winter 2009 *Bulletin*. Remaining 2009 *Bulletins* will be issued quarterly, with Spring 2009 scheduled to be mailed at the beginning of June. The 2008 *Yearbook* (a 2009 publication) is

targeted for production in late summer. The publications schedule recovery was accomplished without skipping or consolidating any issues.

Preparations continue for the 2009 NRHS National Convention in Duluth, Minnesota. In addition to the events in Duluth from August 11-16, the convention activities include an inbound special train from the St. Paul Amtrak station on the 11th, returning on the 16th. Planning continues for the 2010 National Convention in Scranton, Pennsylvania, and pre-registrations for that event will open in August. The Convention Committee is evaluating

ideas for 2011 and beyond, and additional expressions of interest are welcome.

The Board approved a proposal to increase chapter and at-large primary membership dues by \$3 per year starting in the 2010 membership year in order to keep pace with inflation and allow continued funding for ongoing improvements. Family, student and youth dues rates will remain unchanged.

A charter was approved for the new Japan Chapter in Tokyo. The chapter has 12 charter members. [They are Chapter No. 240, while Rochester is No. 5. —Ed.]

—From *NRHS Telegraph*, May 2009

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

ROCHESTER CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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Chapter Meeting:
July 16
7:00 PM at Industry Depot
Route 251, Industry (Rush)

Next Chapter Meeting:
August 20
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.

CONSTRUCTION: Chad Timothy, Scott Gleason, and Dan Waterstratt have extended grading for the new siding on the west side of the LA&L tracks. Once tracks are laid, we will be able to store our five-car excursion set, and make it ready for public excursions once again.

DRAINAGE: We plan to fill our second slope side with rip-rap, using bricks we already have on hand. The Livonia, Avon & Lakeville will be using their Gradall to clean and clear ditches along their right of way. The LAL will be installion gabion boxes to help combat erosion in some problem areas.

FUTURE FREIGHT HOUSE: Next on our wish list is a replica freight house to build on the site of the original, where Tracks 1 and 2 were located for so many years. The freight house would house additional exhibit space as well as ADA compliant restroom facilities. Drawings are being worked up from photographs of the old freight house. These drawings and renderings will be used to help apply for grant money assistance for construction.

SWEPT AWAY: Former Philadelphia sweeper C-147 has been completely dismantled by volunteers from Rochester Chapter and from NYMT, under direction of Luther Brefo. All salvagable materials have been sent to NYMT for use in their various trolley restoration projects.

HEAVY EQUIPMENT: Chris Hauf is working to get the upper and lower machinery of the Bucyrus-Erie truck crane so that we can put it to use once more. Joe Scanlon is working on getting our Cat D-6 dozer operational again to provided needed muscle. Art Mummery, Bob Mader, and Rand Warner are rebuilding the power parking brake on our Ford knuckle-boom flat bed

truck. Dan Waterstraat and others have worked together to fix a broken ball joint on the blade hoist for our Huber Warco grader, bringing the unit back to service and put to work grading a right of way for our new siding. Bob Mader arranged repair of the tire for the Case backhoe tractor. Arrangements are being finalized to sell off our tri-axle dump truck.

BUILDINGS & GROUNDS: With a pallet load of concrete blocks donated by Bob Cowan and delivered to site by Rand Warner, we are now ready to get our Rochester, Buffalo & Lockport waiting room now located at Midway up onto a foundation off the ground. This will free up the dolly trailer designed and built by the late George Knab to transport the waiting room so we can use it to transport another structure in the future.

"TROLLEY TIME"
JULY 19
WWW.RGVRRM.ORG