



WE BID FAREWELL TO SUMMER at our August Chapter meeting at the depot. A special night photo session was coordinated by Chris Hauf at Midway station using a variety of our operating equipment. How can we ensure that activities like this continue in the future? PHOTO BY DAVE SCHEIDERICH

Weathering the Storm

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From all accounts, we hosted yet another safe and successful Diesel Days event at the end of August. Many visitors came to join us to experience our museum's collection and educational message. In a time when folks seem to be guarding their time and money closer than before, we should be thankful for each paying patron who chose to visit that weekend. I'm sure every Chapter member and museum volunteer put their best foot forward to make their best impression on our guests.

Diesel Days is just one unique way we reach out to the general public to share the rich history of Rochester's railroads. In the future, we'll need to find even more unique ways to engage the public and solicit their support. The connecting trolley ride from the New York Museum of Transportation certainly adds a dimension of interest we

did not have before. What else can we do to attract visitors and strengthen our message of history and education?

We face a unique challenge in the near term as we struggle to meet our expenses while completing the many important projects that will contribute to our museum's future. We are fortunate to be one of the only operating railroad museums in the state, but such an operation requires a lot of manpower and a lot of cash to keep running year in and year out.

Please support your Chapter in any way you can. Spend a few hours down at the depot to lead a tour. Encourage your friends and neighbors to visit. Help us identify new sources of income and support. We have strength in numbers. Every contribution counts.

—Otto M. Vondrak, Editor



www.rochnrhs.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

APOLOGIES FROM YOUR EDITOR

I should apologize ahead of time since this issue of The Semaphore most likely will not reach many before the next Chapter meeting. This year the Labor Day holiday weekend falling at the same time when The Semaphore is usually produced and sent to press. The holiday weekend combined with an increased workload at the day job and the start of Scouting season pushed this issue about a week and a half behind. We'll try to do better next time! -omv

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.

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

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

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

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

January 21, 2010: "Movies from the 1950s" by Ted Jackson.

CHAPTER LIBRARY REPORT

Starting Sept 17, the library will be back with normal operating hours which are opening at 6:30 pm on chapter meeting nights and again during intermission. The Chapter Library is now located at the 40 & 8 Club on University Avenue in Rochester. Contact Bob Fleck, Library Chairman at: Rcfleck@rochester.rr.com.

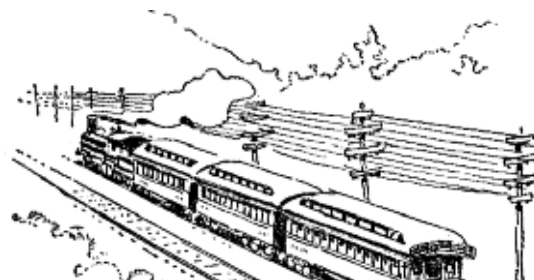
MEMBERSHIP REPORT

Please welcome **Donald Hill** of Rochester, N.Y. Don's interests are writing, photography, communications, museum tour guiding, and trips. Don had participated in Rail Camp and decided to join our chapter as well.

—Sam Rosenberg, Membership Chair

ANNUAL CHAPTER PICNIC

This year our Chapter Picnic will be a combined event with the New York Museum of Transportation on Saturday, October 17, 2009. We will ask those attending to meet at NYMT and we are planning on having the picnic catered by Colby's Pig Roast. See page 11 for more details.



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:
October 15
7:00 PM at 40 & 8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

August was a busy month for our fleet of diesel locomotives! Five diesels were started and operated for a long weekend of switching operations earlier in the month. During Diesel Days, we had five diesel locomotives in the lower yard, four of which were operated during the event! Diesel trains were also operated during the chapter meeting, concluding with a series of nighttime photo opportunities. Here is a status update of our fleet:

LV 211: Almost halfway through through Diesel Days, LV 211 indicated a low water situation and shut itself down. There was plenty of water in the system, leading the motive power department to suspect a false indication due to dirty air filters. The filters will be replaced soon.

EK 6: At one point during operations, EK 6 mysteriously shut down. It was later found that the fuel cut-off solenoid had failed. Luckily, a replacement solenoid could be borrowed from the non-operating engine on this locomotive. EK 6 was placed back into service in time for the final run of Diesel Days!

RG&E 1941: A welder has been lined up to do some welding work on RG&E 1941. The new exhaust bowls will be welded into place after many months of delays.



TOP: Members of the Giambatista crew are driving spikes into the realigned main barn lead switch at New York Museum of Transportation, while Dick Holbert supervises, June 10, 2009. PHOTO BY JIM DIERKS **ABOVE:** Nick Giambatista and his team were also hired to rebuild the Loop Switch and did so the week before Diesel Days including the install of a new frog from the track parts reserve of the R&GVRRM. The funding came from the profits from the sales of the gift shop at NYMT. That account has been used over the years to fund many joint infrastructure improvement projects and now is solely focused on supporting the joint maintenance of our railroad. Attracting more visitors to our museum and increasing gift shop sales is critical to raising the capital needed to continue to maintain our joint railroad. PHOTO BY CHRIS HAUF

RG&E 1950: The distributing valve was returned to RG&E 1950, giving it the ability to operate under its own power. This was especially useful during the switching operations earlier in the month.

RG&E 8: The last of the new brake parts have arrived! The air brake system will go

back together very soon. In other news, it was discovered that this locomotive has two broken traction motor mount bolts. These will be replaced before the locomotive is returned to service.

USA 1843: The motive power team continues to fire this locomotive up every cou-



MUSEUM NEWS CONTINUED



We had a good turnout for our August Chapter meeting at the depot. While there was some questionable weather to deal with, several diesel-powered trains were run as part of the evening's entertainment. The results of a night photo session orchestrated by Chris Hauf can be found on the front and back covers of this issue. PHOTO BY DAVID SCHEIDERICH

ple of weeks to keep the engine well oiled and ready to go at a moments notice. This came in especially handy during Diesel Days when LV 211 decided to shut down midway through the event.

R&GV 1654: Our former Army centercab had some loading issues earlier in the month. It would load perfectly in the forward direction, but would not load in reverse. It was found that there was an obstruction in the reverser mechanism.

EK 9: Chris Hauf and a team of volunteers worked to prep EK 9 for its first start in two years. You may recall that rodents did some damage to the string band on EK 9's generator. Jim Johnson successfully repaired this damage before starting the locomotive. After careful inspection and cleaning, EK 9 was pre-lubed and barred over. Everything checked out okay, and the old Alco was successfully started on its own batteries!

BNY 12: A team of volunteers continues to take measurements of BNY 12's boiler. Strasburg will use these measurements to complete boiler calculations for their report.

Don't forget that we hold our motive power meetings on the first Saturday of every month, 12:00 noon at Industry Depot. Many hands make light work. We hope to see you there!

— Joe Nugent, Motive Power Supt.
and Ron Amberger

ESE EXCURSION TRAINSET

During the month of August Don Wawrzyniak has processed four large windows from Car 4 of our former New York Central Budd-built excursion trainset. Dave Peet reinstalled these windows and Bill Blaesie has been wire wheeling the frames to remove the paint and corrosion from the frames. Just three more windows and Car 4 will join Cars 1, 2, and 3 with all

the windows complete. This leaves only 10 windows left to rehab on Car 5 and this phase of the rehab 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. So come on out on any Tuesday or Saturday from 9:30 AM on to get involved in this project!

—Dave Peet

WATER, WATER EVERYWHERE

Contractors arrived and successfully dug our new water well at the southeast corner of the Restoration Building. The water was tested and found to be good. This is the first step in getting clean water to our facilities in the coming year. Next steps include building a structure to house water treatment for our well, and connecting our well to the depot's systems. Stay tuned for further developments!

—David Scheiderich

DIESEL DAYS 2009



DIESEL DAYS 2009

TOP LEFT: Motive Power Superintendent Joe Nugent was instrumental in getting our locomotive fleet ready for our 2009 Diesel Days event. **TOP RIGHT:** General Electric 80-ton centercab EK 6 was fired up and used throughout the weekend as a backup unit. **MIDDLE LEFT:** Visitors prepare to depart Midway Station aboard our restored Erie caboose, hauled by R&GV 1654. **MIDDLE RIGHT:** Dave Scheiderich in the cab of EK 6. **RIGHT:** Our intrepid photographer Chris Hauf was caught in the act at Midway Station. **FAR RIGHT:** The warm glow of a marker lamp on the rear of our Erie caboose signifies the day is nearly over.

PHOTOS BY CHRISTOPHER PLAYFORD





DIESEL DAYS 2009



DIESEL DAYS 2009

TOP LEFT: Ron Amberger running USA 1843, our Fairbanks-Morse diesel. **TOP MIDDLE:** Dave Peet helped coordinate non-operating staff for the event, and was one of many volunteers helping out this weekend. **TOP RIGHT:** Trolley operators assisting a passenger at Midway Station. **RIGHT:** Car 161 met all diesel trains at Midway for the trip to NYMT. **BELOW RIGHT:** Bob Achilles was at the controls of Car 161 for part of the weekend. **BELOW:** Volunteer Mike Roque waves goodbye, as the following week this New York native would be the newest resident of California. **PHOTOS BY CHRIS HAUF**



DIESEL DAYS 2009



DIESEL DAYS 2009

TOP LEFT: A meeting of the minds at Industry. TOP RIGHT: RGV 1654 descends with another group of happy visitors. MIDDLE LEFT: John Harris (Chapter member Harold Russell's grandson) volunteers as a car host. ABOVE: USA 1843 shoves our Penn Central transfer caboose north out of Industry. FAR LEFT: Enjoy the view from the rear of our restored Erie caboose. LEFT: Volunteer Steve Huse held down engineer duties on RGV 1654 for part of Diesel Days weekend. Thanks to all our volunteers for helping create another successful event for the public! PHOTOS BY CHRIS HAUF

THE SEMAPHORE

National Railway Historical Society



FROM THE ARCHIVES

SEPTEMBER 1973
Vol. XV, No. 1

Compiled By:
OTTO M. VONDRAK

We continue our look back 36 years ago, when the Rochester Chapter met in the lower-level of the Rochester Museum and Science Center. The program for September was a Member's Slide Night, with presenters listed as Bob French, Charlie Knoll, Hank Pape and Paul Templeton.

Our activities included operating a Chapter Store inside the Livonia station, back when the Livonia, Avon & Lakeville operated a regular steam excursion. Officers of the railroad were pleased with our operation and asked us to return again in 1974.

The depot we now know as Industry was called "Oatka" by our volunteers in those days. It appears that the receipts from the Chapter Store helped pay for the materials for the August "roofing party." Another work party was planned for September 22, and volunteers were asked to help with a variety of tasks from clearing brush to scraping and painting the depot. Some things never change! Restoration of the building and grounds had just begun, with most attention being paid to the deteriorated roof. Other members fought back the "jungle" of brush that threatened to take over the depot each season. New track construction and the arrival of railroad equipment was still years in the future.

If you wanted to make a trip a few hours to the east, you could have chased or ridden one of the Delaware & Hudson's fall foliage excursions powered

by their rebuilt Alco PA's. The "Susquehanna Valley Special" ran Binghamton to Albany and return, powered by three of the four legendary PA's on September 29. Did anyone from our chapter make the trip and have photos to share?

Prolific author and Chapter member Bill Gordon was getting ready to release his thirteenth book, this time covering the Albany-Hudson Fast Line. It was an unusual interurban operation that used trolley poles and pantographs in the Albany and Hudson city areas, and third-rail from Hudson to Rennselaer. All operations ceased in 1929.

It was reported that the old Fonda, Johnstown & Gloversville was considering shutting down operation of its money-losing operation. The remaining shippers did not want to see rail service end, and petitioned the state for assistance. The railroad had been in continuous operation for 104 years, serving the manufacturing industry in the area, and once operated "steam" and "electric" divisions for passenger and freight service.

September was a light issue due to a "paper shortage" noted by the editor. An expanded review is promised for October.

**** Thanks to Jim McClennin for sending in old copies of The Semaphore so that we may share them with you in the coming months. ****

2009 Track Car Operator Schedule

Please contact Harold Russell at haroldrussell@juno.com for more information.

OPERATION DATE	OPERATOR "A"	OPERATOR "A"
Sun. 9/13	Emens	Mader
Sun. 9/27	Moore	
Sun. 10/4	Becker	
Sun. 10/11	Emens	Harnaart

Docents and Depot Guides needed

Our museum contains an exciting collection of artifacts and equipment that tell the story of Rochester's transportation history. To our visiting public, it's a pile of rusty scrap and decaying wood. Our Depot Guide volunteers are what make our collection come to life! Guided tours and verbal intereaction engage our visitors and help them undersand the scope of our preservation efforts.

Attached is the latest updated schedule for

docents/depot guides at the depot for 2009. As you can see, the slate is wide open. Anyone can be a guide, all you need is a willingness to show off what makes our museum so special! If this is your first time volunteering, we'll pair you up with an experienced Guide.

Please e-mail Coordinator Mike Root at mikeroot@clearwire.net or telephone 585-223-4906 about any date that you can help us out. See the attached schedule for

details Please sign up for tours and Sundays in September and October as shown on the schedule so we don't have to scramble as time gets near. Also please note our special tours of sizable groups. We need extra volunteers on hand to help our visitors around!

Thank you for your support!

—Mike Root

Depot Guide Coordinator

DATE	EVENT	TIME	DOCENTS NEEDED	DOCENTS
Sun. 9/13	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 9/20	Museum Ops Buick Club Tour (20 adults)	11:00am-5:00pm	2	1. Mike Root 2.
Tue. 9/22	Cub Scouts Tour	7:00pm-8:30pm	2	1. Lynn Heintz 2. Mike Root
Weds. 9/23	West Side LEAH (30 kids, 8 adults)	10:00am-12:00pm	2	1. 2.
Sun. 9/27	Museum Ops	11:00am-5:00pm	2	1. Bill Benzing 2.
Mon. 9/28	Parkwood Heights (13 Seniors, 2 staff)	2:00pm-3:30pm	2	1. 2.
Sun. 10/4	Museum Ops plus Birthday Party (1:30)	11:00am-5:00pm	2	1. 2.
Mon. 10/5	Creekside Nursery School (20 kids, 15 adults)	9:30am-11:30am	2	1. Mike Root 2.
Sun. 10/11	Museum Ops and Lake Shore RR Museum (80)	11:00am-5:00pm	2	1. Rick Israelson 2.
Sun. 10/18	Museum Ops	11:00am-5:00pm	2	1. Bill Benzing 2.
Sun. 10/25	Museum Ops	11:00am-5:00pm	2	1. Chris Hausler 2.
Sun. 11/1	Museum Ops	11:00am-5:00pm	2	1. 2.
Sat. 11/14	Private Party (50 adults, 20 kids)	1:00pm-4:00pm	2	1. 2.

Your museum needs you. Anyone can help be a goodwill ambassador for our organization.

Please consider volunteering a few hours for one of the above open positions.

Please contact Mike Root at mikeroot@clearwire.net for more information.

EASTMAN KODAK

9

The Rochester & Genesee Valley Railroad Museum prides itself on maintaining a collection of equipment with significant historical ties to the greater Rochester area and western New York. The museum was fortunate to obtain a second donation of a historic locomotive from the Eastman Kodak Company in the form of an Alco RS-1 formerly used at their intra-plant Kodak Park Railroad. The RS-1 was one of Alco's most popular products, with 469 units manufactured between 1941 and 1960. Using a turbocharged 539 diesel prime mover (manufactured at Alco's plant in Auburn, New York), the RS-1 pioneered and dominated the road switcher market, challenged only by EMD's late-entry GP-7 and GP-9.

The locomotive was originally built for the Chicago & Western Indiana in February 1950 as their #260. The C&WI was the terminal railroad for Dearborn Station in Chicago. Dearborn Station was home to several railroads including the Erie and the Santa Fe. Our locomotive had probably bumped knuckles with the Erie Limited more than once in its lifetime as part of its duties as a terminal switcher.

In 1971, the unit was purchased by the Genesee & Wyoming Railroad, where it became their #44. It was quickly resold to the nearby Eastman Kodak Company.

The locomotive known as EK 9 was used for many years at Kodak Park, working alongside our own EK 6 and other locomotives for 26 years. On October 14, 1997, the locomotive was donated to the museum by Kodak in an official ceremony at Industry. The #9 joins former Eastman Kodak Company GE 80-tonner #6 which was donated to our museum in 1981.

AT A GLANCE

Road/Number: EK 9

Built: February 1950 **HP:** 1,000

Builder: Alco, Schenectady, NY

Acquired: October 1997



The Rochester Chapter NRHS would like to thank the Eastman Kodak Company for their generous donation and continued support of our organization and museum. The unit is fully serviceable and sees limited service on the museum's railroad during the warmer months until being drained for the winter. We are pleased to preserve this example of Alco diesel technology. ■

TOP: Eastman Kodak Company ALCO RS-1 #9 sits north of Switch #6 waiting to descend into Industry yard during one of the Diesel Days events. **ABOVE:** EK9 in service inside Kodak Park. This photo shows the lettering on the long hood that was later painted out at Kodak. **RIGHT:** Kodak Vice President Andy Lippa, hands then (and now) Rochester Chapter President Dave Luca the reverser lever for EK9, with Chapter member Mike Byrne looking on during a ceremony held for volunteers and the media to formally donate the locomotive to the R&GVRRM on October 14, 1997.

PHOTOS BY CHRIS HAUF





The **Nickel Plate Road Historical & Technical Society** will be holding their 2009 National Convention at the Holiday Inn at Grand Island. Activities start on Thursday, October 8 with a Board of Directors meeting. Convention attendees will be riding a special mixed train over the Arcade & Attica on Friday, October 9. The trip will include rare mileage and a chicken barbecue lunch. A train show will be held at the Holiday Inn on Saturday, October 10 (\$5.00 admission for adults, under 12 free). Saturday night will include the traditional banquet and contest awards. A special program detailing NKP operations in western New York and an auction cap off the evening events. Layout tours will be available on Sunday afternoon. For more information and details, please visit www.NKPHTS.org.



Please Join Us For a Special Combined NRHS-NYMT Picnic on October 17

This year our picnic will be a combined picnic with NYMT on Saturday, October 17, 2009. We will ask those attending to meet at NYMT and we are planning on having the picnic catered by Colby's Pig Roast. The lunch will be a buffet consisting of: pulled pig roast, oven roasted BBQ chicken, a choice of BBQ, sweet or hot sauces, fresh rolls, baked beans, potato salad, baked ziti in sauce, tossed salad, broccoli salad, fruit salad and assorted soft drinks. This year's price will be \$7.00 per person with a maximum of \$20.00 per

family. Our plans are to start at noon and the lunch will be served at 1:30 pm. We will probably have the buffet set up inside so weather will not be a factor and we will plan on having the both trolley and diesel trains operating.

Picnic ticket requests and payment should be sent by October 12, 2009 to Rochester Chapter Picnic, c/o Dave Luca, 983 Winton Road North, Rochester, NY 14609. Call 585-288-0318 for questions.

—Dave Luca, Chapter President

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

I had the opportunity to visit the Middletown & Hummelstown Railroad, near Harrisburg, Pennsylvania. They have restored their Alco S-6 to Western Maryland paint, complete with "speed lettering." The photo charter on July 19 netted many great photos from a very scenic and interesting rail line. Kudos to the volunteers who put the event together.

I snapped this photo (at far right) of some of the participants snapping a portrait of "WM 151" through the trees at Swatara Creek. There were many people I knew on this trip, and it was great to catch up with people whom I only get to see once or twice a year.

There were a couple of photo locations I skipped because I was engaged in conversation or I was enjoying my seat in the caboose too much. Don't worry, I still took home six rolls of exposed film (yes, FILM) at the end of the day. I came away with plenty of good photos (and many not-so-good ones. Shooting a gloss black locomotive against dark green foliage is a challenge, folks). Photos are nice, but spending time with friends and enjoying the fresh air and scenery are just as important to me. See you trackside!

—Otto M. Vondrak,
Editor, *The Semaphore*



PHOTO BY OTTO M. VONDRACK

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:

September 17

7:30 PM at The 40&8 Club
933 University Ave., Rochester

Next Chapter Meeting:

October 15

7:30 PM at The 40&8 Club
933 University Ave., Rochester



Lehigh Valley "hammerhead" RS-3m 211 pauses at Midway Station at the Rochester & Genesee Valley Railroad Museum. Lighting was coordinated by Chris Hauf as part of our August Chapter meeting at the museum. PHOTO BY DAVID SCHEIDERICH