

**NEXT CHAPTER MEETING:**  
**October 15**  
**"The Worcester-Springfield Trolley Line"**  
 by Charles Robinson



WAY BACK IN THE TWENTIETH CENTURY, Rochester Chapter was engaged in the construction of the Restoration Building, as seen in this 1998 photo. While the structure has been completed and we have temporarily moved in, the job is far from done. In order to have a functional restoration shop, we must complete and install the inspection pit, a full concrete floor, lights and more. You can help by contributing to our Annual Fund Drive. Your support today will help ensure our museum's future for years to come. Visit [www.rgvrrm.org](http://www.rgvrrm.org) for more details. PHOTO BY CHRIS HAUF

# Transformers

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Forty years ago, a bunch of Rochester Chapter members started to hang around the old Erie depot at Industry dreaming of what could be done. Through the overgrown brush, they saw storage tracks and a yard for displays. They restored the depot structure and rescued it from years of neglect with a new roof, new structural timbers, and a fresh coat of paint.

Not satisfied to just hang around the depot, they surveyed a route up the hill and began constructing a railroad where there had been none before. Our demonstration railroad began to take shape, giving our growing operating collection of rolling stock a place to stretch its legs.

When it became clear that a true restoration shop would be needed to continue our mission of preservation, our members set their sites to our land up on the hill. Soon,

a foundation was set and a new steel building was raised. Even though the shop interior was incomplete, we began to use the space immediately. Our volunteers took a neglected hulk of metal and over the course of a few years restored it as a fully functional example of a rare Plymouth BL gas-mechanical locomotive.

We have proved over and over our skills as "transformers" of poor situations into great opportunities. Now more than ever, we need the support of our membership to succeed, but we also need to look outside of our organization as well. As we look forward to 2010 and beyond, what can we do to make sure our group continues to succeed? Clearly, there are tough choices ahead. Today's tough choices will result in tomorrow's successes.

—Otto M. Vondrak, Editor



[www.rochnrhs.org](http://www.rochnrhs.org)

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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

**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 7 for more details.

**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](mailto:haroldrussell@juno.com).

**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.

**"HAVE WE FORGOTTEN STRETCARS?"**

Rochester Chapter member Tom Tischer will be offering an informative talk that will summarize the development of streetcar systems in America on Thursday, October 29, at 2:00 pm at the George Eastman House, 900 East Avenue in Rochester. Traction and transit fans are invited to attend what is sure to be a well-rounded presentation.

**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](mailto:Rcfleck@rochester.rr.com).



**Rand Warner's LaSalle convertible strikes a classic pose at Industry depot. Waiting to pick up someone from the train? PHOTO BY CHRIS HAUF**

**MEMBERSHIP REPORT**

We've got three new members who have been voted in join our organization. Please welcome **James Bridgen** of Webster, NY. James is interested in Rolling stock preservation and museum railroad operations. Please also welcome **Sue Reynolds** of Rochester and Arvid Lakeberg Jr., son of Arvid Lakeberg, Sr.

—Sam Rosenberg, Membership Chair

**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](mailto: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.

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

**PLAN AHEAD: Next Meeting:**  
**November 19**  
7:00 PM at 40 & 8 Club



## ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: [WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)

### MUSEUM MANAGER

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### MOTIVE POWER DEPT.

**RG&E 8:** The motive power department has been focusing its energy on RG&E 8 this month. Earlier in the month, a team of Dave Scheiderich, Luther Brefo, Chris Hauf, Peter Gores, and Joe Nugent reassembled all of the brake cylinders on this locomotive. The cylinders were cleaned and greased, while the pistons were fitted with new packing cups and rod seals. All pins and shims were reinstalled in the following weeks. There are now new gaskets and hardware throughout the system. Clean-up work also continues on the engine compartments and trucks of this locomotive. Years of built-up coal dust, grease, and dirt are being removed. This will allow for a clean installation of new traction motor brushes in the coming months. Finally, Chris Hauf recently submitted a grant application for the H. Albert Webb Memorial Railroad Preservation Award. This year we've requested money for further restoration work on RG&E 8. The amount of the award is \$10,000 and would cover the cost of sheet metal work, paint, new air reservoirs, and air valve rebuilds. Wish us luck!

**RG&W 1941:** Welding work should begin on the 1941 pretty soon. A steel ring for one of the exhaust bowls needs to be made before welding can begin. Once the welding is done we can continue with paint and



**DIG WE MUST:** Dale Hartnett checks for subgrade as Scott Gleason waits on the museum's Bucyrus-Erie 20-H hydraulic excavator. Scott was using the 20-H to box out and set the grade at the east side of the excavation for the second phase of the LA&L siding. ABOVE: Dan Waterstraat has the controls of the R&GVRRM's Caterpillar D7E as he starts the excavation for the second phase of the installation of the siding west of the LA&L. PHOTOS BY CHRIS HAUF



## SAFETY FIRST

- Do you know locations of fire extinguishers and first aid kits?
- Do you know our address in case of reportable emergency?

windows. We could also re-mount the exhaust stacks and fire up the engines.

**LV 211:** New air filters have been ordered and will arrive in the first week of October. These new filters should resolve some recent issues with this locomotive, which got quite the workout this season.

**LAB TESTS:** A sample of oil from the bowels of EK 6 as well as our Plymouth gas-mechanical were sent off to the labs to help us determine the long-term operational future of our fleet. A lube oil test looks for internal problems, such as contaminants, foreign materials, and other signs of potential mechanical failure. The last test we got back on EK 6 revealed antifreeze in the lube oil, we'll see if the second test confirms the first, and determine a course of action.

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.

## ESE EXCURSION COACHES

Restoration work continues through the season to prepare these cars for a return to service. Three windows were completed in the month of September. Now all the windows Car #4 have been rebuilt, and the outer glass/poly replaced. Two more still need to be installed in the car. Two more seat bottoms have also been recovered.

—Don Wawrzyniak

## HEAVY EQUIPMENT

Dan Waterstrat has repaired our former Amry Caterpillar D-7 bulldozer and has it back in service on the siding extension project (see photo page 3). Joe Scanlon,



Rochester Chapter president Dave Luca is busy welding in some new steel in New York Central coach #2567 which is in the restoration building getting some interior restoration work. Replacing some steel which had corroded away, the new steel that helps support the seats had been acquired, fitted and tapped by new museum volunteer Rob Burz. ABOVE: With our Burro Model 40 crane now outside the shop and work continuing to prep it for service, Chris Hauf added some lettering to warn that the air piping on the crane is simply a pass through for the train line. The air line was added by John Redden so the crane could be moved within a train. PHOTOS BY CHRIS HAUF

Scott Gleason, Pete Gores, Dan Waterstraat, Chad Timothy and others have worked to reinstall the blade on our big Cat D-8. Cables are now strung for the blade lift, and the unit is almost ready to return to service. Our heavy Bucyrus-Erie shovel has been put to work on the siding extension project as well. Chris Hauf and others are working on the starter for our former Army diesel pickup truck.

Our very productive Sales Committee consisting of John Stewart, Lynn Heintz, Dave Scheiderich, Joe Scanlon and others have successfully sold our Case loader, International 4x4 dump truck, Lull fork lift, International tow truck, and our Ford F700 cab and chassis. This general clean-up helps free up space and generate funds for other museum projects.

—Rand Warner

# R&GV MUSEM NEWS



**SHUFFLE OFF TO... NYMT:** The car body of Rochester, Lockport & Buffalo interurban #206 has called the R&GVRRM home for over a decade after the museum saved the car from destruction in 1998. As the museum looked at its collection and the need to move #206 from its storage location to allow for construction of the second phase of the museum's new siding west of the LA&L, the decision was made to ask our partner museum, the New York Museum of Transportation, if they would like to take ownership of the car originally built by the Niles Car Co. in 1908. Given the NYMT's focus on trolleys and interurbans, they agreed. Since the R&GVRRM had to move the car, it handled the job and covered the cost to load, move and unload the car at the NYMT. Pictured above are some of the crew who made it a successful move, from left to right: Dan Waterstraat, Dave Luca, Chad Timothy, Pete Gores, Jeremy Tuke, Scott Gleason, and Chris Hauf. Not pictured, but also helped that day was Joe Scanlon and Dave Peet. PHOTO BY DAVID SCHEIDERICH

## Docents and Depot Guides needed

| DATE       | EVENT                                    | TIME           | DOCENTS NEEDED | DOCENTS                           |
|------------|--|----------------|----------------|-----------------------------------|
| Sun. 10/11 | Museum Ops and Lake Shore RR Museum (80) | 11:00am-5:00pm | 2              | 1. Rick Israelson<br>2. Mike Root |
| Sun. 10/18 | Museum Ops                               | 11:00am-5:00pm | 2              | 1. Bill Benzing<br>2.             |
| Sun. 10/25 | Museum Ops                               | 11:00am-5:00pm | 2              | 1. Chris Hausler<br>2.            |
| Sun. 11/1  | Museum Ops                               | 11:00am-5:00pm | 2              | 1. Chris Hausler<br>2. Bob Moore  |
| Sat. 11/14 | Private Party (50 adults, 20 kids)       | 1:00pm-4:00pm  | 2              | 1. Lynn Heintz<br>2. Mike Root    |

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](mailto:mikeroot@clearwire.net) for more information.

THE  
SEMAPHORE

*National Railway Historical Society*



FROM THE ARCHIVES

OCTOBER 1973  
Vol. XV, No. 2

Compiled By:  
OTTO M. VONDRAK

We continue our pleasant 36-year look back at the Rochester Chapter's activities of 1973. Bob Mader provided part of the October meeting's entertainment with his slides and movies from the 1973 NRHS national convention in New Orleans. Dick Barrett presented a "Primer on Boston Trolleys." It was also announced that Charlie Knoll and Dick Barrett were gathering material on the New York Central between New York City and Buffalo for a new Chapter-sponsored publication. This project would eventually become the popular "The Water Level Route," published in 1976 with a second edition following in 1984. This popular softcover picture album graces many library shelves, and is still available from the Chapter to this day.

In those days, we referred to our old depot by one of its old names, "Oatka." The Chapter organized a very successful work party on September 22. Members started painting the the overhang at the south end of the building, while others continued to work on the roof. Working through several rain showers, volunteers completed an eight foot section of roof shingles. A new heavy wooden beam was brought in and cut to size to be installed in the basement to replace a rotten support. Other volunteers applied sealer to window trip, sealed up the basement wall, and cleaned up from the roofing activities. Another work party was planned for October 20, in hopes of completing the roof rebuilding before the arrival of another harsh Rochester winter.

Next up, The Semaphore describes an interesting trip over the former Penn Central Adirondack Division. The railroad had abandoned the majority of the line north of Remsen in 1972 after years of declining traffic and weather damage had taken its toll. It seems that privately-operated track car shuttles took adventurous travelers between Big Moose and the isolated community of Beaver River. Seems a group of railfans also rode this track car

shuttle from Beaver River north towards Tupper Lake, enjoying the scenery and fresh air along the way. Names changed to protect the innocent.

Robert Zimmermann submitted a very thorough (and at the time, current) Penn Central locomotive roster. The roster reflects the diverse nature of the PC fleet, made up of three railroads and an example of almost every manufacture of diesel from the major builders.

A story followed of Albany resident George Marsh who was leading a letter-writing campaign to restore passenger service between Albany and Montreal and Albany and Chicago. In 1973, there was no Amtrak service on the former New York Central west of Buffalo, or on the Delaware & Hudson north of Albany (or anywhere else, for that matter). In 1974, the state-sponsored Adirondack restored service to Montreal and in 1975 the Lake Shore Limited would restore through service to Chicago.

And speaking of the Delaware & Hudson... everyone was getting ready for the joint annual banquet with the Buffalo Chapter in November. The scheduled speaker was none other than Carl B. Sterzing, Jr., president of the D&H. Already popular for running regular excursions with his fleet of Alco PA's and restored passenger cars, Sterzing would be instrumental in helping bring about the restoration of regular passenger service to Montreal with the help of Amtrak and the Adirondack. We'll be sure to have a recap of this special event in the next issue of THE SEMAPHORE.

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



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](http://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

The **Erie Lackawanna Historical Society** will be having their 2009 Annual Meeting at the Treadway Inn in Owego, New York this October 9 through 11. Hosted by the Susquehanna Valley Railway Historical Society, the annual banquet will be held at the historic Starrucca House restaurant house in the former Erie railroad station in Susquehanna, Pennsylvania. Programs and presentations throughout the day on Saturday will be capped by the annual banquet. Sunday activities finish up with the remainder of the presentation schedule. Presenters include well known photographers and historians,



including Ed Olszewski ("History and Operations of the Syracuse & Utica Branch of the DL&W"), Michael Connor ("The Wreck of the Lackawanna Limited at Wayland, N.Y.--August 30th, 1943"), John Marcham ("History of Ithaca Branch of DL&W"), Don Jilson ("Operations on Erie, DL&W and E-L in Southern Tier"), Richard Palmer ("History and Operations of DL&W in Region"), William Caloroso ("Glimpses of Railroad History in Broome/Tioga County"), and William S. Young ("Scenes Along the Erie, Deposit to Binghamton"). More info at [www.erielaackhs.org](http://www.erielaackhs.org).

## Editor's Corner

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Many times we will visit a museum or tourist railroad to reminisce about "the good old days!" Railroad museums are often geared towards giving the visitor the experience of what it was like to ride a train or see a certain type of locomotive operate that has since long gone. But what happens when "the good old days" were just last year? Metro-North officially retired and removed from service the six CDOT-owned New Haven painted FL9s from service this past February. Needless to say, I haven't been visiting many of my old branchline haunts lately. Imagine my surprise to find out the Naugatuck

Railroad had activated one of their former CDOT FL9's for regular service on their excursions! I found myself back in Connecticut chasing a classic cab unit on a scenic branch line once more! I'd volunteered many times on the Naugy, but didn't have enough chances to photograph or ride. A clear blue day in late September more than made up for it! All the old feelings came rushing back as I fired off each frame. It was like visiting an old friend. Ahh... remember those good old days? They're happening today.

—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](mailto:ovondrak@yahoo.com) or call (585) 820-2341.

**Chapter Meeting:**

**October 15**

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

*Next Chapter Meeting:*

**November 19**

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



# Off the Train Wire

—Compiled by Rand Warner

**DEPOT ANNIVERSARY:** 2009 marks the 40th anniversary of taking possession of and starting work on our Erie depot in the Fall of 1969. Full ownership followed in 1971. The early crew included Hank Pape, Jerry Hott, Dick Barrett, Peter Gores, George Bauerschmidt, Greg Sullivan, Bob Mader, Rand Warner, and many others. Our Industry Depot has certainly come a long way over the last 40 years.

**ON THE LEVEL:** Our station at Midway has been spruced up with the addition of some milk cans and a steamer trunk from Rand Warner. Jeremy Tuke, assisted by Matt Tuke and Rand Warner have gotten the station level on its frame. Maybe the addition of an electric line in the future will allow us to turn on the lights and possibly add a company telephone line to use the station as a train order office.

**TRACTION ACTION:** Personnel led by Charlie Lowe are placing and erecting poles for the south leg of the loop track up at NYMT. The same crew also placed 13 more poles to extend the overhead wires south of Midway station, down to the area by the signal north of Switch #6.

**WATER:** Our new water well was drilled on August 31 by the drilling division of Nothnagel Enterprises. The water pump test verified good flow and good water quality. Steve Sickles, Inc. will be responsible for installing the treatment system, and Meagher Engineering will provide all official documents to the government agencies. Thanks to Jeremy Tuke, Jim Johnson, Irene Szabo and Rand Warner for their support throughout the project.

**RL&B 206 MOVED TO NYMT:** In an effort to streamline our collection, our Rochester, Lockport & Buffalo interurban trolley body has been deaccessioned from our museum and acquired by our friends at NYMT. Many volunteers contributed to the move (see page 5), which will help clear the way for our new siding construction on the west side of the LA&L.

**THANKS TO:** Rich Knempe for another dozen cinder blocks, which have been used to level the R&LB depot at Midway.

**NEW SIDING CONSTRUCTION:** All heavy equipment and stored materials obstructing further extension of the siding have been relocated. Dan Waterstraat, Rand Warner, Jeremy Tuke, Bob Mader, Rick Israelson, Peter Gores, Dale Hartnett and many others have helped remove the remaining loose items, including many tires for heavy equipment. Dale Hartnett has provided stakes for surveying the grades. Dan Waterstraat and Scott Gleason have begun grading the extension south from the existing end of the siding. Completion of this siding is crucial if we are to resume operating our excursion train set once more.

**BURRO OUTSIDE:** Our Burro Model 40 self-propelled crane has been moved outside of the Restoration Shop for the first time in many years. The next steps in reactivating this unit to active service will be attaching the boom and installing cables.

**VISIT [WWW.ROCKNRHS.ORG](http://WWW.ROCKNRHS.ORG)**