



During the winter of 2003, the Rochester & Genesee Valley Railroad Museum operated special train rides for the public in conjunction with Remelt's Christmas Tree Farms, right next door to the New York Museum of Transportation. The trains ran with full crowds, despite the weather! This scene with R&GV 1654 and Erie caboose C-254 is just north of Giles Crossing. PHOTO BY CHRIS HAUF

Capital Fund Update

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Our 2010 **Building Tracks to the Future Annual Fund Drive** is starting to build to momentum as we strive to meet and exceed our 2010 goal of raising \$25,000 to fund our top three priority projects. First, the continued construction of the West Siding to house our excursion equipment; Second, the continued restoration of our New York Central *Empire State Express* passenger car set; Third, the continued work to outfitting our restoration shop and increase its capacity for restoration projects.

To date, donations in the amount of \$,1435 have been received. Adding in the promised match up to the first \$2,500, we have raised \$2,870 or just about 12% of our goal! Not bad for a campaign that is only a month old. Yet, we still have a long way to go and do so in short time.

Unfortunately, we cannot wait for the money to catch up with us. Work on our passenger cars will continue through the winter, and we will need the funds for materials. Work on the siding has been ongoing due to the mild late Fall weather, but Mother Nature appears to be getting wise to us. Extended cold temperatures will put an end to our work there, yet in only a few short months, we will back at it and will be need to purchase nearly 200 tons of ballast needed to level and tamp the entire 700-foot length of the siding. We hope to have the entire siding extension spiked down this year.

The spring weather should also bring us the opportunity to clear out the west side of the restoration building and prepare for a finished concrete floor to be installed from end to end. This (Continued on Page 4)



www.rochnrhs.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM 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.

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

January 21, 2010: "Movies from the 1950s" by Ted Jackson, a member of the Rochester Chapter for fifty years. He was employed 37 years by Eastman Kodak as a statistician, retiring in 1985. Currently Ted is writing a book for the Chapter entitled "Erie Railroad - Rochester Division." His show will be presented on DVD, from 16mm movies shot in the 1950's. One of them will feature branch line Canadian railroading in steam. Another will feature first-generation diesels from Rochester area.

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. Many new book, video, and DVD titles have recently been added to the library archive for your enjoyment. 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.

DAYNA M. SHAW (1945 – 2009)

Chapter member Joel Shaw lost his wife on Thanksgiving Eve. Dayna Shaw enjoyed an active creative life as a model, an actress, a singer, a mother, and a loving wife. She is survived by her husband Joel, son Scotty, as well as a host of friends and relatives. Our heartfelt condolences go out to Joel and his family at this difficult time.



COLLECTION ROCHESTER CHAPTER NRHS

OVERSHADOWED BY WAR: On December 7, 1941, the New York Central debuted their new streamlined Empire State Express. Two trains of new Budd-built streamlined equipment went into service to mark 50th anniversary of the ESE. Unfortunately, the event would be upstaged by the attack on the U.S. Navy base at Pearl Harbor by the Empire of Japan. Rochester Chapter has preserved six cars from the ESE and plan on returning them to excursion service in 2010. Visit www.rochnrhs.org for more information.

JOIN ROCHESTER CHAPTER NRHS

Annual Dues: \$57.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:

January 21

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.

BNY 12: Joe Nugent and Luther Brefo collected the remainder of the data necessary for Strasburg's report on the condition of the boiler on Brooklyn Navy Yard #12. The steam team also received a \$5,000 donation from Cal Bulman, with a \$5,000 matching donation from Exxon Mobil. A special thanks goes out to Cal Bulman for his generous donation!

RGE 8: Jim Johnson placed the batteries on a battery charger for the winter. The batteries have not been installed yet, but have been wired together to simplify the charging process.

RGE 1941: Work continues on our General Electric 45-ton diesel switcher. Joe Nugent, Dave Scheiderich, Ron Amberger, and Peter Gores dropped the new #1 exhaust bowl into place and shimmed it into position. Joe Nugent also finished fabricating the steel ring required for welding the bowl into place. Welding work should begin shortly.

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.

Some of the NRHS Volunteers who deposited nearly 400 feet of ties and 200 feet of 90-lb. rail on the museum's West Siding on the west side of the LA&L on Saturday, November 12, 2009. Still much to do before the siding will be ready for Empire State Express passenger cars, but today's efforts bring us much closer to our goal. **LEFT TO RIGHT:** Jeremy Tuke, Ted Monteverde, Rich Kraynik, Mike Walsh, Luther Brefo, Charlie Monteverde, Chad Timothy, Dave Luca, Bob Mader, Dan Waterstraat. **NOT PICTURED** but also assisting today were Peter Gores, Joe Nugent, Dale Hartnett, Scott Gleason, Jim Johnson, Matt Tuke, Chris Hauf, and Rand Warner. PHOTO BY JEREMY TUKE

EMPIRE STATE EXPRESS COACHES

This past November, the ESE window team completed one window assembly and has two more in process. This leaves only seven more windows to rehab in Car 5, the last of the five coaches with seats!

There is more work to do on the window openings in all five cars. Starting with Car 1 which is currently inside the restoration building, we need to complete replacement of the screws that affix the stainless panels surrounding the windows. Then all the rehabbed window modules will need to be caulked and permanently installed.

Don Wawrzyniak completed reupholstering and recovering six seat backs and eight seat bottoms. Primary work continues on the coach windows, with upholstery and seat recovering taking up spare time. We can always use more help if you want to work on windows or seats!

—Dave Peet and Don Wawrzyniak

ELECTRICAL DEPT.

Jim Johnson and Dick Holbert have completed installation of current and voltage metering on the incoming 480volt, three-

phase line for the trolley substation at NYMT. Jim will also be checking out spare air compressors for NYMT trolleys 161 and 168.

Closer to home, the team of Jim and Dick have also been reorganizing power wiring near the corner panels in our Restoration Building. Jim is also working on the baseboard heat for the ESE coaches, battery charging for RG&E 3, cab heat fans for RG&E 1941, power wiring for the new water treatment plant, and power arrangements for our work activities on the new West Siding across from the depot.

—Rand Warner

REMINDER

Keep the depot doors closed during the winter months to cut down on drafts and make our heating more effective for those working inside.



Your donations fund critical museum projects

(Continued from front page) will allow us to finalize the placement of the electrical service and shop tools on that side of the building. This is a major step forward giving us better working conditions and allowing us to work in a more efficient manner.

We do not have the luxury of time. The demand for funding for these projects will come in the first half of 2010 which is why we are working hard now. The sooner we can return our passenger coaches to active excursion service, the sooner we will once again have a lucrative source of income to help offset the costs of our many activities.

If you have not already donated, please consider a donation to the 2010 Building Tracks to the Future Annual Fund Drive. You might consider an automated monthly donation available via PayPal, Guidestar, and directly from many credit card companies. Set it up once for donations to take place through the whole year. Any amount per month will help. Just \$10 per month per member would allow us to achieve our goal.

To donate or for more information on how to donate, please visit our website, www.rgvrrm.org/support. Donations can be mailed directly to Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326 and please make your check payable to: Rochester Chapter NRHS.

Your assistance now will help set the foundation for our future activities. Thank you for your continued support!

—Chris Hauf



A significant amount of work was completed by our museum volunteers by the end of the day on the new West Siding on November 22. This siding will house our excursion set. PHOTO BY CHRIS HAUF

Visit us online:
www.rochnrhs.org

SAFETY FIRST

- Lifting something overhead? Do you have your hard hat on?
- Using a power tool? Do you have your safety glasses on?



A Norfolk Southern freight crosses the 1875 trestle over Letchworth Gorge, which will be replaced by a new span. PHOTO BY ANDREW BLASZCZYK

State, NS get together on Letchworth High Bridge

The New York State Department of Transportation (NYSDOT) and Norfolk Southern (NS) have undertaken a cooperative project to study alternatives for the Portageville Bridge, commonly known as High Bridge over Letchworth Gorge. The 134-year-old bridge has been upgraded over the years, but continues to be the weakest link on NS's Binghamton-to-Buffalo former Conrail Southern Tier Line.

The current bridge over Letchworth Gorge was built in 1875 by the Erie Railroad, replacing an earlier wooden structure that had burned that May. Construction of the new steel span began on June 8, and was open to traffic by July 31, 1875. Of course, the process to come up with a replacement will probably take much longer due to the number of stakeholders involved today.

The 819 foot long trestle, towering more than 200 feet above Letchworth's Upper Falls, still carries four to six trains daily even during winter daylight hours; however, no more than two locomotives cross at any one time, and the very slow-moving trains are unusually short. The bridge is not rated to carry 286,000 lb. freight cars, which has become the new standard across the country.

Alternatives studied include building a new bridge adjacent to the old on, and then either demolishing the old, or perhaps

leaving it for a pedestrian bridge for park patrons. Another study looked at moving the entire railroad alignment south of the park, crossing the Genesee River valley less than a mile south of Portageville. That alternative would require a 6,300 ft. long trestle to carry trains across even that gentler portion of the valley.

The first public meeting was held in October 2008 at the Mt. Morris Dam Visitor Center, with public comment encouraged. Subsequent meetings have been held in March and November of this year. Analysis of draft alternatives were presented at the last meeting, eliminating the more southern route outside the park. In addition to the realignment's far greater impact on the area, that project would cost five times what a new bridge over the gorge would. Also eliminated was the option of closing the whole line in favor of a more southern route, one we locals could see had already been nixed by NS, since extensive tie replacements were done in the bridge approach area this past summer.

Discussions about aesthetics followed, in keeping with citizen insistence last spring that a new bridge maintain the classy visual effect from Inspiration Point, of the railroad bridge above and behind Upper and Middle Falls. After a comparison of trestle, deck truss, and single arch bridges, all agreed that the arch was the

most attractive choice, and that keeping the old bridge up beside it looked just plain cluttered. Some comments suggested a pedestrian walkway be included in plans for the new arch, but of course nobody offered to pay for it.

While the NS representative said that he wished this could be built two years ago, it's clear that several years worth of studies and permits and studies remain to be endured before an Environmental Impact Statement can clear the way. Input will be included from New York's Office of Parks, Recreation, and Historic Preservation, citizen comment, the NYSDOT, NS, and several layers of consultants.

In this writer's annual letter to this process, I continue to remind all involved that there is a heavily-used trail below on a very historic alignment. The former Genesee Valley Canal towpath and Pennsylvania Railroad bed should not only be protected, but if possible, remain open during construction. The author is also advocating for inclusion of a fenced-off walkway as part of the new bridge design, much like the Appalachian Trail enjoys along the CSX bridge over the Potomac River at Harpers Ferry, but in our case they should remember to include camera portals for photographers!

—Irene Szabo

Philadelphia, Washington—
Williamsport, Buffalo, Canandaigua and Erie

PENNSYLVANIA RAILROAD

TIME TABLES

Eastern Standard Time
(Add one hour for Daylight Saving Time)

Philadelphia
Baltimore
Washington
Williamsport
Buffalo
Canandaigua
Corry
Erie



Go By Train...
SAFETY—WITH SPEED AND COMFORT

Form 16.

Effective June 28, 1953

FROM THE ARCHIVES

I couldn't find a Dec. 1973 issue, so we will continue this feature with Jan. 1974 in the next SEMAPHORE. -Ed.

To Rochester via PRR

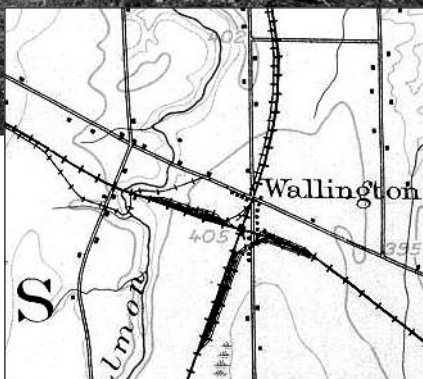
Through the mid-1950s, the adventurous traveler could make his way from Washington, D.C. to Rochester via Canandaigua by taking the Pennsylvania Railroad! You began your journey on Train 580 from Washington to Williamsport, Pa. Trains 595 and 596 operated as overnight accommodations between Williamsport and Canandaigua. There the Pullman car would be switched to a connecting NYC Auburn Road train headed to Rochester. Originally feeding off the Niagara Falls tourist trade, the odd routing was popular with Kodak employees traveling to Baltimore or Veterans Administration workers with business in Washington. Washington-Rochester Pullman service was terminated on the PRR Elmira Branch on April 25, 1955, and passenger service beyond Southport, N.Y. to Canandaigua was ended on January 2, 1956. The accommodation from Southport to Williamsport operated until June 16, 1956, and yet another interesting route joined the ranks of "Freight Only." In a town seemingly dominated by the New York Central, this unusual routing is an interesting footnote to Rochester's railroading history!

— Otto M. Vondrak, with thanks to Bill Caloroso's
"Pennsylvania Railroad's Elmira Branch"

Rochester and Canandaigua to Washington and Philadelphia

Eastern Standard Time	596-580-604 Week-days	598-580-604 Sunday only
	PM	PM
Ly Buffalo, N. Y. (N.Y.C.R.R.)....	4 25	4 25
" Rochester, N. Y.	6 40	6 40
Ar Canandaigua, N. Y.	7 32	7 32
Ly Canandaigua, N. Y. (P.R.R.)...	8 55	9 10
" Stanley, N. Y.	9 15	9 29
" Hall, N. Y.	9 19	9 34
" Penn Yan, N. Y.	9 37	9 51
" Himrod, N. Y.
Ly Starkey, N. Y.	9 53	10 07
" Watkins Glen, N. Y.	10 12	10 26
" Montour Falls, N. Y.	10 18	10 32
" Horseheads, N. Y.	10 44	10 57
Ar Elmira, N. Y.	10 55	11 08
Ly Elmira, N. Y.	11 20	11 18
" Troy, Pa.	12 08	12 01
" Canton, Pa.	12 34	12 21
" Roaring Branch, Pa.	12 52	12 38
" Ralston, Pa.	12 59	12 44
Ar Williamsport, Pa.	1 47	1 25
Ly Williamsport, Pa.	2 22	2 22
Ar Sunbury, Pa.	3 28	3 28
Ar Harrisburg, Pa.	4 40	4 40
Ly Harrisburg, Pa.	5 15	5 15
Ar York, Pa.	5 52	5 52
" Baltimore, Md. (Penna. Sta.)...	7 38	7 38
Ar Washington, D. C.	8 25	8 25
Ly Harrisburg, Pa.	5p37	5p37
Ar Lancaster, Pa.	6p30	6p22
" Paoli, Pa.	8p05	7p14
Ar Philadelphia, Pa., Penna. Sta. (30th St.).....	8p30	8p30
	AM	AM

COLLECTION OF OTTO M. VONDRAK



This month we present a photo of the joint PRR/NYC passenger station in Wallington. We are looking north, prior to the construction of a widened and improved Route 104. The New York Central (Rome, Watertown & Ogdensburg) is crossing from left to right. The old Rochester & Sodus Bay interurban station can be seen in the background, to the left of the signal mast. Operation of these two branches passed to the new Ontario Midland Railroad in 1979, though the line north to Sodus Point was removed in the 1980s. The section of the former RW&O "Hojack" line remains intact from Webster through to Wolcott. For more information about the RW&O, visit John Stewart's extensive web site at <http://www.rworr.net>. COLLECTION OF JOHN STEWART

Editor's Corner

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What a year! And it's already over! Not only that, a new DECADE is upon us! Did anyone notice? Well, I don't blame you if you didn't... With everything going on in the worlds, there's plenty of distractions.

Looking back on the year, I am thankful for the memories and experiences with my friends as we headed trackside to record the railroad scene. NJ Transit specials on Metro-North, Norfolk Southern F-units on the D&H, Alcos in the Catskills on CMRR and the D&U, a final farewell to FL9's on Metro-North (with a reprieve on the Naugatuck), and a visit to the Middletown & Hummelstown. This year I also traveled to Summerail in Cincinnati and to the Center for Railroad

Photography and Art's "Conversations on Photography" in suburban Chicago. I finally made it out to the Iowa Traction with SuperDave and Chris Stilson. Also explored Minneapolis and St. Paul and want to go back for more. Started the year chasing a solid set of Guilford power across Massachusetts before track rehab and Pan Am paint would make that a difficult proposition.

All in all, it wasn't a bad year. Here's looking to 2010 and all that it may bring! I wish you a safe and peaceful holiday season, and best wishes for the coming year.

See you trackside!

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



PHOTO BY OTTO M. VONDRACK

This was the last time I ever saw an active FL9 on Metro-North... January 17, 2009 at Towners, New York on the Harlem Line. The railroad scene is dynamic and ever-changing... Here's to what comes down the pike in the future!

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

Chapter Meeting:

December 17

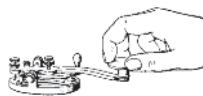
7:30 PM at The 40&8 Club
933 University Ave., Rochester

Next Chapter Meeting:

January 21

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

Off the Train Wire



—Compiled by Rand Warner

SIDING TAKES SHAPE: After a monumental amount of preparation work by our heavy construction crew that included moving equipment and supplies, and then lots of excavating, bulldozing and grading, the actual track work has begun. The new siding will allow us to store our set of NYC Empire State Express coaches and stage them for potential use in excursion service in the coming year.

On November 17 four truckloads of #3A stone ballast were placed on the new roadbed by Ray Driemiller. The ballast was finished graded by Dan Waterstraat and Scott Gleason the following day. Rand Warner staged new and relay ties and track hardware the following Saturday, Tuesday, and Wednesday.

Early Saturday morning on November 22, Peter Gores and Dale Hartnett laid out the string lines for the east edge of the ties

to be placed. A large crew has been at work placing ties, then plates, then rail. Gauging and spiking followed after that.

As of the end of November, a large part of the projected 350-feet of new construction was completed. By the time you read this, the work may well be completed for this phase of construction. A big thank you to our huge construction crew. See page 3 for photos of recent work.

WATERWORLD: We now have our well, and completed a successful pump test conducted by Steve Shickler. A satisfactory lab analysis was returned to us based on the water samples that were sent out.

Our contractor Meagler Engineering has submitted a technical and design package to the Monroe County Health Dept. for their review and approval. We have solicited bids for piping construction to connect our water treatment facility with Industry Depot, and have chosen Liberty Underground as our contractor. Irene Szabo has looked at several variations of building construction and Rand Warner has obtained pricing on a number of prefabricated small buildings to house our treatment facility.

We are now getting quotations on the equipment and internal installation and plumbing for our new water treatment system which will involve chlorination. The New York State Office of Children and Family Services will continue to supply us with potable water until we have our new system operational.

THANKS TO: Bob Mader and Chris Hauf for making up the special template gauges for our West Siding extension project. Scott Gleason and Tom McTighe for connecting with a power utility contractor, which will result in a number of good wood utility poles donated to R&GVRRM and NYMT. Thanks to Charlie Lowe and others from NYMT for obtaining track hardware and ties to support our various projects at both museums.

WANTED: We really need another good outdoor forklift, and we could use another bucket loader to serve as backup when our Trojan loader is out of service. We use both nearly every work day at the museum.

• VISIT WWW.ROCHNRHS.ORG •