



New York Central's Empire State Express speeds through Rochester with its gleaming stainless steel observation lounge bringing up the rear. While we didn't get the obs, there may be other cars in this photo that are in our collection. See page 5 to learn how you can help us get one of our former "ESE" coaches ready for display and eventual service! PHOTO BY ROBERT S. CARPER, ROCHESTER CHAPTER ARCHIVES

Great Potential

INSIDE

Train Bulletin	2
Rules Classes	2
NYC Coach Fundraiser . . .	5
Museum News	3
B&O to Rochester	6
Off the Train Wire	8

Compared to other historical preservation groups around the country, the Rochester Chapter is in a pretty good position. We have more than 30 years of experience when it comes to developing maintaining our operating railroad museum. There are other groups with far larger collections or equipment and longer lengths of mainline running, yet we are able to maintain a respectable balance of our locomotive and rolling stock in active duty.

We are also fortunate to have a sizable archive of photographs, documents, and other information regarding railroad operations in Rochester and the surrounding region. Our ability to carefully preserve this history for future generations is a valuable asset, indeed.

What are the future possibilities for our museum and our archives? Is there a way we can share more of our information with the general public? How can we make our community outreach more meaningful? What can we do with our collection of rolling stock to better interpret local history for our visitors? How can we attract more visitors? Who will be leading our organization in 2021 when we celebrate the fiftieth anniversary of acquiring Industry Depot?

These and many other questions await as we get ready to face yet another museum operating season. Do you have ideas on how we might capitalize on our organization's great potential? We would love to hear from you. —Otto M. Vondrak



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.

March 18, 2010: "Railfanning in Black and White" by our own Chris Hauf. His presentation will include images from around his childhood home in north-eastern New Jersey including the NYS&W, NJ Transit and Conrail. Also included are some steam excursions around the region, plus some side trips to Cortland, Binghamton and Allentown in the late 1980s.

April 15, 2010: "Buffalo Central Terminal" with Stephen M. Koenig.

CHAPTER LIBRARY REPORT

The chapter library will be open on Monday, March 8 from 6:30 pm until 8:30 pm. It will be a great time to stop by and check out our thousands of railroad books and videos. Also available are 12 scrapbooks that Charles Robinson put together, with many one of a kind photos, post cards and newspaper clippings from the Richard Barrett collection. For more information please contact Bob Fleck, Library Chairman at: Rcfleck@rochester.rr.com.



2010 BOOK OF RULES CLASSES

New for this year, we will have joint Rule Classes for Train, Trolley and Track Cars. If you plan on participating in the operation of trains, trolleys, or track cars in 2010, you are required take this class. We will be offering classes in April 18 and



Rochester Chapter member Ted Jackson (seen here addressing the audience) was awarded his 50-Year anniversary pin at the February chapter membership meeting. PHOTO BY CHRIS HAUF

May 2, please check www.rgvrrm.org for details. The Book of Rules class lasts from from 9:00AM to 12:30PM. The Air Brake and Train Handling class will follow from 12:30PM to 5:00PM, and is required for anyone whom wants to be a Conductor, Fireman or Engineer.

2010 TRACK CAR OPERATIONS

All track car operators are required to attend the Book of Rules class, which will be held at RIT in April and May. The "Hands-On" portion of your training will be held at New York Museum of Transportation. The times are as follows: Sunday, April 18 from 1:00-4:00 PM; Saturday, April 24 from 9:00-3:00 PM; and Sunday, May 2, from 1:00-4:00 PM. Since RIT and NYMT are only minutes away, you can take your Book of Rules class and your Hands-On class in the same day. As in the past, you will be required to successfully demonstrate your operating skills before you are issued your 2010 operator's license. The track car operating season begins on May 17, 2010.

—Harold Russell

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

PLAN AHEAD: Next Meeting:
April 15
7:00 PM at 40 & 8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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CHAPTER SPONSORED AMTRAK TRIPS

Fall Foliage in the Adirondacks and Vermont (Thu. Sep. 30-Sun. Oct. 3): Take Amtrak from Rochester to Port Kent. Includes motorcoach tour of Burlington and Lake George, tour of Shelburne Museum, Maritime Museum and more.

Pre-Christmas Trip (Thu. Dec. 2-Sat. Dec. 4): Take Amtrak to New York City for a weekend of shopping, dining and Broadway shows. Includes tickets to the Christmas Show at Radio City Music Hall.

Pre-Christmas Trip (Fri. Dec 10-Mon. Dec. 13): Take Amtrak to New York City for a long three-day weekend visit, allowing you more time on your own. Includes tickets to Christmas Show at Radio City Music Hall.

Anyone who has NOT traveled with us before will have to send us a \$75.00 per person advanced deposit on the 2-night trip NYC trip and \$100.00 on the 3-night trip to New York City in order to hold space. A \$50.00 advanced deposit is required for our fall foliage trip. If you are interested in any of these trips please telephone us at (585) 377-5389. Please be aware that most of our trips sell out quickly so if you are interested, please call right away to avoid disappointment.

—Jim & Dianne East,
Chapter Tour Guides



THEY DO WINDOWS: Don Wawrzyniak reassembling the last rehabbed window for our Empire State Express excursion coaches on February 2. **ABOVE:** From left to right, Dave Peet, Don Wawrzyniak, and Bill Blaesi holding the last rehabbed window prior to installation in Car #5 on February 8. These three volunteers completed the removal, disassembly, clean up, reassembly and reinstallation of the windows over the last 2 years and 3 weeks. Dale Hartnett did all of the preliminary work of getting the windows ready to remove, by getting the old hardware loose and retapping holes. This is a huge step in placing our coaches back into excursion service. **PHOTOS PROVIDED BY DON WAWRZYNIAK**

MOTIVE POWER DEPT.

RG&E 8: Joe Nugent has been cleaning up miscellaneous air valves and equipment. Bob Mader has also created very nice shipping crates for this locomotive's

brake stand and distributing valve. These valves will be sent out for a rebuild. Joe Nugent has also been working on constructing a battery tray for this locomotive. The tray will keep corrosive battery water



MUSEUM NEWS CONTINUED



TOP LEFT: Dan Wawrzyniak was building a portion of the floor for the new water treatment building in the Restoration Building. **TOP RIGHT:** Dale was cleaning and preparing one of the openings on New York Central #2567 in preparation for final window install. **ABOVE LEFT:** Pete Gores and Rand were working on the electric system of the R&GVRRM's Jackson tamper. **PHOTOS BY CHRIS HAUF** **ABOVE RIGHT:** RG&E 1941 Exhaust Bowls: A new steel exhaust bowl has been set into place and shimmed into position. The two steel "half" rings will be used to fill the gap between the opening in the cowl and the new bowl. The rings will be welded underneath the sheet metal in order to preserve the original look of the exhaust system. **PHOTO BY JOE NUGENT**

from contaminating the floor of the battery compartment.

RG&E 1941: The new exhaust bowls should be welded in place by the time you read this report. We are currently gathering all of the parts and supplies necessary to get this locomotive back up and running in time for the upcoming season. All of the

mechanical work should be complete by the end of the month.

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!

— Ron Amberger and
Joe Nugent, Motive Power Supt.

SAFETY FIRST

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

"PANEL DISCUSSION"



We're looking for "Partners in Panels" to help us raise funds to complete the interior of former New York Central coach 2567 in time for display at Diesel Days this summer. Here is a pic of the lower wall on the west side of the car waiting for the panels to be installed. PHOTO BY CHRIS HAUF

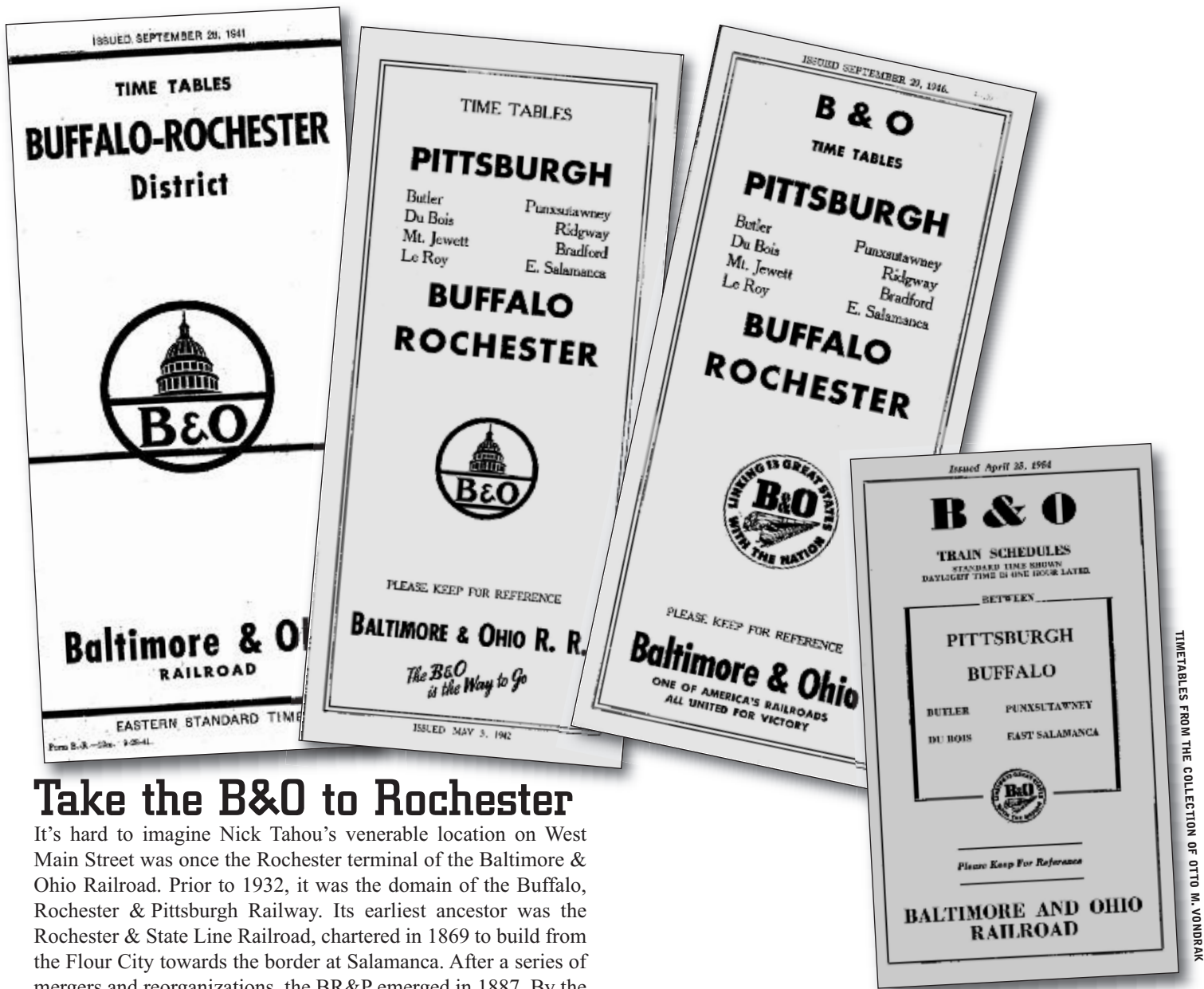


Fundraiser for NYC Coach #2567

As a part of our 2010 Annual Fundraising campaign, we are starting a new fundraiser called "Partners in Panels" to aid in the interior restoration of former New York Central "Empire State Express" coach #2567. We have been actively working on the interior of the car over the past several months in the museum's Restoration Building. A portion of the work includes the total replacement of the lower interior wall panels on both sides of the car which had been damaged by some water infiltration and simple wear and tear from more than forty years of service. At this time, we have all of the old panels removed and the substructure ready to receive new material. We plan to start the wall panel installation work in late March with the goal to complete the installation by mid-May. Yet, we need your help to be able to purchase the material needed to complete the job.

The wall panel material we plan to use comes to us in 4x8 sheets and at a cost of \$75.00 per sheet. We are going to need 16 sheets to complete the job. Therefore, we are looking for 16 people to donate \$75.00 each to help us purchase the sheets of material that will make up the wall panels. Donations can be made online at the museum website (under "Support") or you may send your donation to: Partners in Panels, c/o Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326. Checks should be made out to the Rochester Chapter NRHS. Donations to the Rochester Chapter NRHS and its Rochester & Genesee Valley Railroad Museum are tax deductible to the extent allowable by law.

Would you please help us raise the funds to purchase the material we need to complete this phase of NYC #2567's restoration in the coming months? Our current goal is to have the interior restored and display ready for the museum's Diesel Days event in August. We want to thank you again for your continued support and for becoming one of our **Partners in Panels!**



TIMETABLES FROM THE COLLECTION OF OTTO M. VONDRAK

Take the B&O to Rochester

It's hard to imagine Nick Tahou's venerable location on West Main Street was once the Rochester terminal of the Baltimore & Ohio Railroad. Prior to 1932, it was the domain of the Buffalo, Rochester & Pittsburgh Railway. Its earliest ancestor was the Rochester & State Line Railroad, chartered in 1869 to build from the Flour City towards the border at Salamanca. After a series of mergers and reorganizations, the BR&P emerged in 1887. By the 1920s, the 600-mile system had grown into a respectable coal hauler. The Van Sweringens briefly owned the BR&P starting in 1928, but they quickly traded it to the B&O in exchange for the Wheeling & Lake Erie in 1932.

This series of timetables shows a respectable amount of passenger service. A pair of trains in each direction ran the Rochester-Salamanca route, while a third train ran Rochester-Silver Springs. Service on the Perry branch was offered by three trains, one originating at Rochester. Of course, there was the service to Genesee Dock at Charlotte, and the ferry to Coburg, Ontario in the warmer months. Sample schedules from May 3, 1942 are shown at right. By 1946, service to Perry was reduced to one round trip from Rochester, but service to Salamanca remained the same.

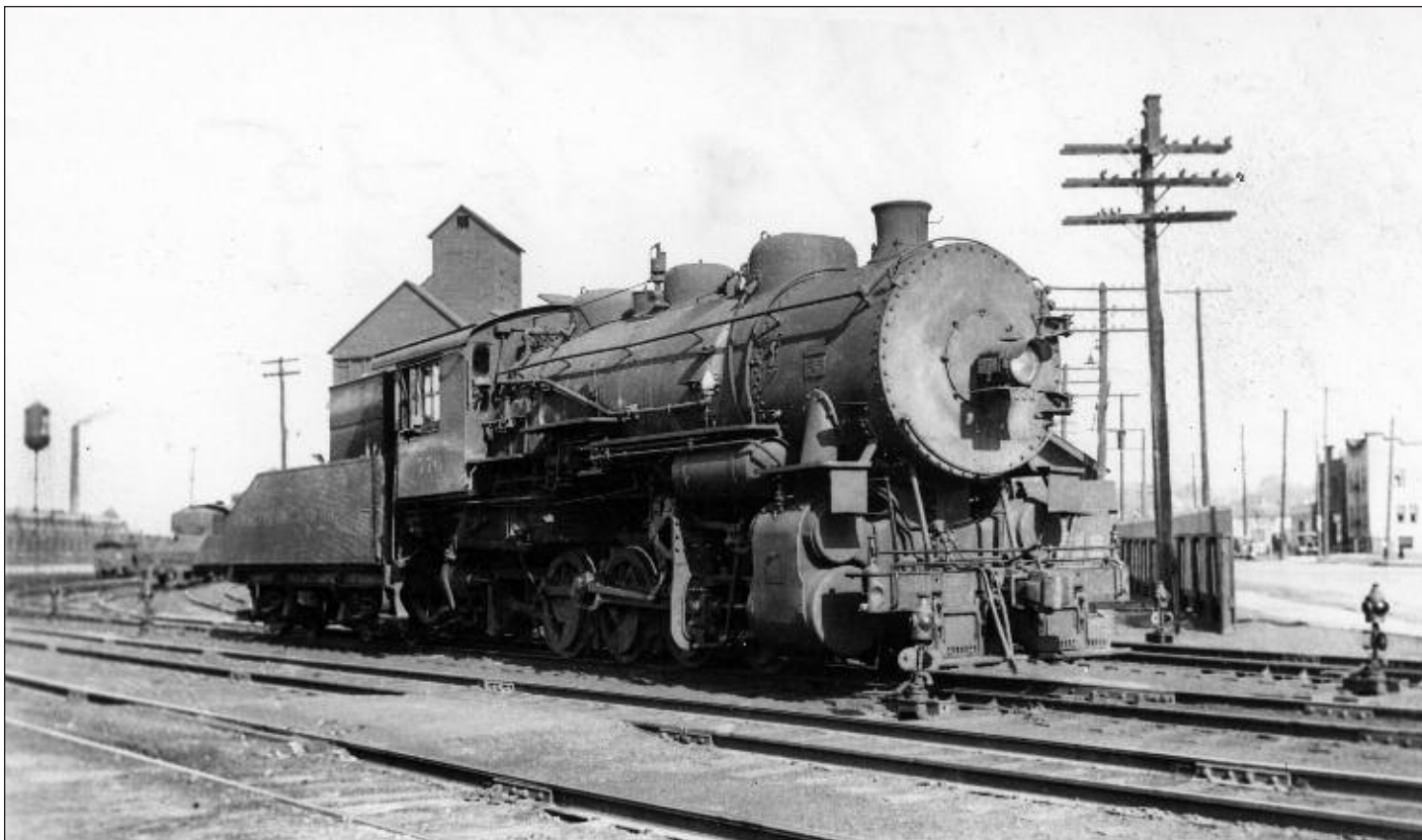
Changes came quickly in the diesel era. The last B&O passenger train departed Rochester in 1953 (note the 1954 timetable at top right only lists Buffalo service). On October 3, 1955 the former BR&P went freight-only. Traffic levels remained steady into the 1960s. The coal dock at Charlotte was dismantled in 1970, and B&O gave way to Chessie System. In 1985, the Rochester-Silver Springs segment was purchased by Genesee & Wyoming from CSX to become the Rochester & Southern Railroad. Service on the new road commenced on July 21, 1986. —Otto M. Vondrak

Rochester and Perry, N. Y.

Westward (Read Down)				Eastward (Read Up)			
537	151 535	67	Miles	68	536 152	534	
(EASTERN STANDARD TIME)				(EASTERN STANDARD TIME)			
PM	AM	PM		AM	PM	AM	
-----	*10.05	† 6.45	0.0	Lv.-----	10.45	7.20	-----
-----	10.25	6.04	11.9	-----	10.25	6.58	-----
-----	10.50	6.28	25.2	-----	10.01	6.28	-----
-----	11.17	7.03	43.7	-----	9.34	6.03	-----
-----	11.26	7.13	49.9	Ar.-----	9.25	* 5.53	-----
\$ 5.35	†11.30	† 7.14	49.9	Lv.-----	9.25	5.46	11.20
5.59	11.34	7.18	51.2	-----	9.17	5.42	11.16
† 6.01	†11.36	7.18	52.3	-----	† 5.39	†11.12	-----
† 6.04	†11.39	† 7.22	54.5	-----	† 9.12	† 5.36	†11.10
† 6.06	†11.42	-----	55.5	-----	† 5.34	†11.07	-----
6.07	11.43	† 7.24	55.8	-----	† 9.10	5.32	11.06
6.09	11.45	-----	56.2	-----	5.30	11.03	-----
6.15	11.50	7.32	57.6	Ar.-----	† 9.05	5.26	†11.00
PM	AM	PM		AM	PM	AM	

Rochester, N. Y., and Cobourg, Ont.

STEAMSHIP ROUTE Sailing Dates, May 30 to September 7, 1942 Sundays, Mondays, Thursdays and Saturdays				Steamer and 408
(EASTERN STANDARD TIME)				
AM	Lv.-----	-----	Ar.-----	PM
8.30	-----	Rochester, N. Y.	-----	9.35
8.35	-----	Lincoln Park, N. Y.	-----	9.30
9.05	Ar.-----	Genesee Dock, N. Y.	-----	9.00
(Ontario Car Ferry Company—Steamship "Ontario")				
9.05	Lv.-----	Genesee Dock, N. Y.	-----	8.50
2.05	Ar.-----	Cobourg, Ontario	-----	3.50
PM				PM



Baltimore & Ohio 0-8-0 #776 rests outside the Lincoln Park shops on March 24, 1935. This 1918 product of the American Locomotive Company was built for the Buffalo, Rochester & Pittsburgh and became B&O class L-4 in 1932. While Lincoln Park's role as a major shop diminished over the years, it continued to service locomotives until the B&O (as CSX) pulled out of town for the last time the mid-1980s. The turntable bridge from Lincoln Park was donated to us, and remains on display across from Industry depot to this day. JOHN WOODBURY COLLECTION, ROCHESTER CHAPTER ARCHIVE

Editor's Corner

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Some of you may be reading about our new Book of Rules class to instruct trolley, track car and train operators for the 2010 season and wonder what all the fuss is about? The truth of the matter is that our two-mile stretch of private railroad has become very busy, indeed. As we continue to expand operations, we must coordinate our efforts to ensure we are all on the same page. We are fortunate to have trained railroading professionals to help us develop our rulebooks and training materials. This is far from "playing train" with a 1:1 train set.

It's been a few years since I have been involved in train operations on a regular basis. It was a lot of fun to take that step from just riding the trains to actually helping them move safely over our museum railroad.

I started out as a track car operator, and I kept up with it for about five years, coming out on select Sundays during the season. I was also a conductor for two years before I moved away and could not find the time to keep up with my training and qualifications. But it was a great opportunity while it lasted.

I say it often: We are fortunate to have an environment where we can operate our equipment safely on our own property. If you've ever had an interest in railroad operations, don't wait for the right time... NOW is the right time! Jump in and have fun!

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

RIGHT: Just some tools of the trade, including lantern, radio, and work gloves.



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:

March 18

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

Next Chapter Meeting:

April 15

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

Off the Train Wire

—Compiled by Rand Warner

HEAVY EQUIPMENT: The Huber-Warco road grader has been started up and moved to the Restoration Building for needed attention before the upcoming construction season. Thanks to Pete Gores and Dave Scheiderich. The Army 4x4 ambulance is being fitted for heavy equipment support by Chad Timothy. He has installed an air compressor system, an air hose and reel, and various tools. Our 4x4 diesel pick-up newly rigged with snowplow has been working great this winter season! Thanks to Bill Blaesi for refinishing our man lift platform.

BUILDINGS AND GROUNDS: New lights were installed on the north and south ends of the Restoration Building, greatly improving safety and adding convenience for those working after the sun goes down. Thanks to Jim Johnson and Bill Burz.

TRACK CARS AND M.O.W.: Jeremy Tuke picked up new sheet metal for the front of TC-4, and Bob Mader and Norm Shaddick have prepared the material for installation. Norm has also installed a new custom made brace for the front end. The new bumper has been reinstalled after straightening. Elsewhere, Pete Gores and Rand Warner repaired and reinstalled the generator on the Jackson four-point Tamper.

RULES CLASSES: We are once again offering Book of Rules classes for anyone interested in participating in railroad operations this year. This includes trolley, track cars and trains. Everyone is invited! See page 2 for details about upcoming classes and locations.

WANTED: Portable outdoor diesel-powered floodlight set to support our various construction projects. We are also looking for a good operational outdoor forklift to act as a backup to our Ford 4000.

THANKS TO: Dick Wells for his donation of passenger car parts, and for his input of valuable information.

VISIT US AT: WWW.ROCHNRHS.ORG

