

# **THE SEMAPHORE**

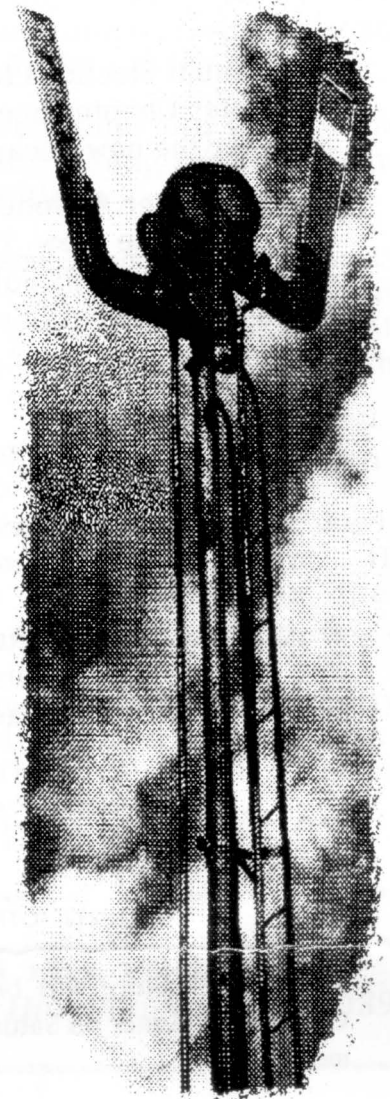
The Newsletter of  
**ROCHESTER CHAPTER - NATIONAL RAILWAY  
HISTORICAL SOCIETY**  
Vol. XXXI No. 6

February 1990

## **PROGRAM NOTES**

*By: Ron Amberger*

The program for the February 15th meeting at the 40&8 Club, 933 University Ave., will be presented by Chapter member Don Shilling. Don's program will be a travelogue of contemporary British railways and will cover steam, diesel and electric main line action, narrow gauge lines and railway museum operations. The railtour covered riding main line and preserved railways in England, Scotland and Wales. The London Toy Museum, the York Railway Museum and the Ffestiniog Railway, the origin of narrow gauge railways in the United States, are just a few of the featured locations.



## **THE 1990 TRAIN TRIPS**

*By Bob Miner*

If you read Mike Byrne's article in last month's Semaphore, you may have the idea that the Rochester Chapter is going big into running charter trips for conventions and local businesses. We also plan to run spring trips, a railfan day and a big fall foliage schedule. Running these trips bring in much needed cash for Chapter projects. To run the trips the key ingredient is PEOPLE. Car hosts, parking and crowd control people, concession people and clean up people. If we don't have enough people to staff the trips, the trips can't run and we lose money.

To run the trips safely and efficiently, we must know everything there is to know about the equipment and the responsibilities of all involved. To work the trips, you **MUST** be **CERTIFIED**. Certification comes by attending a planning session and a hands on session. Attend a session at the Oatka Depot on Saturday, March 17 or 24. Start time is 10:00 a.m. Hands on at Sodus in early April. You **MUST** attend a session in order to be a car host. If you cannot attend one of these scheduled sessions, call Bob Miner at 671-3589 and a special session will be set up.

# 1990 ELECTIONS FOR BOARD OF TRUSTEES, ROCHESTER CHAPTER, NRHS

The Annual Elections for members of the BOARD OF TRUSTEES are drawing near. The Rochester Chapter needs of a few good people to serve in positions of Leadership, as we enter the new decade.

The Rochester & Genesee Valley Railroad Museum is growing, soon to be operating rides with the New York Museum of Transportation. The Trips Committee has expanded into Fall Foliage trips and Passenger Car Charters. We, the members of Rochester Chapter, have a growing, dynamic organization. We are looking for people to lead the Rochester Chapter as it grows in size and scope of activities. We are looking for candidates for the following OFFICES:

- |                        |                            |
|------------------------|----------------------------|
| 1. President           | 5. Corresponding Secretary |
| 2. Vice President      | 6. National Director       |
| 3. Recording Secretary | 7. Trustees (2 positions)  |
| 4. Treasurer           |                            |

If you would like to run for an office, please contact either Charlie Harshbarger or Bob Cowan, at home in the evening, at the Chapter Meetings, or at the Rochester & Genesee Valley Railroad Museum on most Saturdays.

## ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

*-Operation Supt. Tom Bauman - 458-4289*

The Chapter Store will be attending the TTCS Toy Train Meet at the Rochester Riverside Convention Center on Saturday, March 11. If you would be interested in participating, please call me.

### New books available at the February meeting:

Northeast RR Scene - EL RR .....	\$6.50
Erie Lackawanna East .....	\$9.95
East Broad Top .....	\$9.95
B&O Heritage .....	\$7.95
Route of the Erie Limited .....	\$9.95
Riding that New River Train .....	\$18.95
New York Central Illustrated History .....	\$12.95
Pennsylvania Illustrated History .....	\$12.95
Union Pacific Illustrated History .....	\$12.95
Across New York by Trolley .....	\$5.95
Cabooses of the New Haven and New York Central ....	\$14.95
F-Units .....	\$11.95
1948 Railroad Atlas .....	\$6.95
1989 Railroad Atlas .....	\$14.95
Vanishing Vistas - Norfolk & Western .....	\$9.95

### Other new items available:

1990 AMTRAK Calendars .....	\$5.00
19" x 23" pictures of Empire State Express .....	\$15.00

**NOTE:** A 20% discount on all books for members of the Rochester Chapter.

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# ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

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## General

- 1990 certainly holds the promise to be a great year for the Rochester & Genesee Valley Railroad Museum, as we continue to expand our interfaces and program interaction with other groups in the local and regional area. This is a sure WIN-WIN opportunity for all parties concerned. If you would like to participate, please let me know - call 248-8889.

## Year End Party

- Weather cooperated and over 50 people enjoyed our Annual Year End Party Saturday nite, January 6. Lanterns, signals and switch stands were lit, EK#6 was running, and we had great atmosphere for our night photo session conducted by Chris Hauf of RIT.
- Thanks to car hosts Bill Reid, Jeff Carpenter, Neil Bellenger, Norm Shaddick and Bob Miner. Thanks to Marge Warner, Linda Herman, Oatka Residence Center Students, Charlie Harshbarger and others for help with set up and clean up.
- Our engine crew and train crew included John Redden, Charlie Harshbarger, Bill Reid, Dick Holbert, Jeff Carpenter, Norm Shaddick, Mike Dow and others.
- Thanks to Dick Holbert for radio communications and prep work.
- It was a real thrill going to the FAR end of our new track in the dark with all our night lighting. WAIT TILL NEXT YEAR!!

## Publicity and Outreach - Mike Byrne

- Classes have been taught at Oatka Residence Center by Rand Warner and projects are now underway for both NRHS and NYMT.

- We are now doing legwork for a similar program for this summer with the State Agricultural and Technical School.
- Both of the above groups use the New York State Division for Young-Industry School grounds and facilities.
- Publicity has been submitted for the 1990 "Steam Passenger Directory" by Rand Warner and for the 1990 Kalmbach guide by Mike Byrne. Bob Miner is in contact with a third directory.

## Museum and Operations - Tom Bauman

- Tom Bauman is laying out plans for the 1990 operating season at our Museum. High priorities will be training for docent volunteers, who are our Museum guides, and for operating personnel, who will get common training with NYMT crews, using new rules adopted by the "TRAIN" organization. These rules will be common for both NYMT and NRHS crews.

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## NEWS FROM THE TOOL CAR

-by Charlie Harshbarger - 266-8339

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## Priorities

- Continue normal organizing.
- Removal of all signal and interlocking equipment.
- Install more cabinets and shelving.

## Progress for January

- Started removal of signal equipment from Tool Car to Milk Car under direction of Mike Dow.

## Plans for February/March

- Inventory materials and prepare for return of Seabees.

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## **TRACK & RIGHT OF WAY**

*-Supt. Bill Reid - 589-4880*

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### **Priorities**

- Continue track construction northward.
- Continue grading, ballasting, and culvert work ahead of track and determine adequate supply of additional clean ballast.
- Determine options for realignment of south end of NYMT track.

### **Progress for January**

- Track construction proceeding regardless of season! We're now over the top and going slightly down grade heading north towards New York Museum of Transportation!! Thanks to Bill Reid, Charlie Harshbarger, Jeff Bochman, John Redden, Rand Warner, Mike Dow, Jeff Carpenter and Norm Shaddick.
- Charlie Harshbarger has another 1,000 feet of R.O.W. and track route restaked and flagged ready for working.
- Tie piles sorted by Dave Luca, Charlie Harshbarger, John Redden, Jeff Bochman, Norm Shaddick, and ties sold by John Redden.
- Skeleton switch is complete and stub siding will be built to store MOW equipment off the main line.
- A letter from CONRAIL has been received by Rand Warner indicating satisfactory completion of salvage contract at Caledonia.
- Joe Scanlon, Ted Strang of NYMT, and Rand Warner reviewed ballast sites to support future construction of track in 1990.
- Rand Warner is investigating trackage south of Rt. 251.

### **Plans for February/March**

- Continue rough grading and track construction, weather permitting.

- Complete arrangements for contract to haul in clean ballast.
- Complete arrangements for delivery of relay ties.
- Continue sales of landscape ties, and sorting and marketing approach for new season.
- Rebuild/build culvert headwalls on remaining culverts with ties and galvanized angle iron posts.
- Mark and flag any manholes not yet identified.
- Work on problem manhole with Ted Strang of NYMT.
- Inventory switch parts and hardware for 80# and 90# rail.

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## **BUILDINGS & GROUNDS**

*-Supt. Dave Luca - 288-0318*

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### **Priorities**

- Grounds cleanup for improved appearance at start of 1990 operating system.
- Depot foundation completion to permit close in and clean up.
- Redo of Depot concrete aprons and gravel walkways.

### **Progress for January**

- First aid kits ordered by Charlie Harshbarger.
- Grounds survey in process south of Rt. 251 by Rand Warner.
- 200 Amp fuse box hook up continuing by Neil Bellenger.
- Dumpster requests made by Rand Warner.
- Plumbing, re-winterized by Norm Shaddick following party.



Spare locomotive batteries and signal batteries consolidated in baggage room of Depot for charging to prevent freezing and jumper cords made up by Bob Miner.

Firewood procured, split, stacked and brought in for Depot by Norm Shaddick and Jeff Carpenter.

- Building and grounds clean up continued by Norm Shaddick, Rand Warner, and Charles Harshbarger.
- Norm Shaddick has replaced filter element in Shop-Vac.
- Walks shoveled by Jeff Carpenter and Norm Shaddick.

### Plans for February/March

- Continue installation/changeover of 200 Amp service.
- Develop plans for improving drainage on museum grounds to prevent damage to the Depot.
- Lay out landscape plan with Bob Redden and get help on installation from BOCES students.
- Find alternate ways/sources for dumpster supply.

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## **FREIGHT EQUIPMENT**

*-Supt. John Myers*

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### Priorities

- Complete refurbishment of cabooses - to haul passengers.
- Make plans to put flat car and hopper car into work train service for track construction.
- Prioritize needs for any other type of freight cars required.

### Progress for January

- Freight car repair parts inspected in Syracuse by Rand Warner, Bob Miner, Dave Luca, Phil Schulp and Bob Cowan.
- Erie caboose electrical work, in preparation for Year End Party, completed by Dave Luca and Neil Bellenger.
- New York Central caboose work, in preparation for Year End Party, completed by Bill Reid.
- Shelving for Erie Milk Car ordered and delivered by Charlie Harshbarger and installed by Charlie, Mike Dow and Jeff Carpenter.
- Erie Milk Car storage items rearranged to south end by Mike Dow and Jeff Carpenter to permit use of north end for signal parts.
- Quotations requested by Rand Warner for replacement of bad glass in Erie Caboose.
- BR&P Caboose stove refueled and fired up by Norm Shaddick.

### Plans for February/March

- Consolidate all freight car spare parts in NYC Caboose.
- Straighten up steps and railings on Pennsy Hopper and reweld broken coupler pockets.
- Continue to refurb north end platform of NYC Caboose.
- Acquire additional replacement parts for NYC Caboose.
- Complete electrical refurb of Erie Caboose.
- Determine materials needed to complete BR&P Caboose.
- Install grab irons at doors of Erie Milk Car for safety.
- Sort out and store parts in south end of Milk Car for non-signals and communications purposes.

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## **MOTIVE POWER**

*-Supt. John Redden - 594-2227*

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### **Priorities**

- Maintain current locomotive fleet in good repair.
- Investigate additional diesel motive power.
- Acquire steam locomotive for display or operation.

### **Progress for January**

- Norm Shaddick and Rand Warner repaired cab heater fan in EK#6. Now both cab heaters work on those cold winter days.
- Communications work has been completed by Dick Holbert.
- EK#6 prepped for Year End Party by John Redden, Norm Shaddick and Dick Holbert.
- Batteries watered and charged on all locos by Norm Shaddick.
- Spare parts being consolidated and inventoried in BR&P Caboose by John Redden and Rand Warner.
- Locomotives fueled through arrangements by Rand Warner so that tanks are full and no condensation accumulates.
- Locomotive leads investigated by John Redden and Rand Warner.
- LV#211 loco has been relocated for easier access.
- Norm Shaddick is working on cab windows of EK#6.
- Rand Warner has requested quotes for replacement of broken glass in EK#6 and NKP#79.

## **Plans for February/March**

- Complete consolidation and inventory of spare parts.
- Continue investigating lease and purchase options for steam and diesel locomotives.
- Install thermometers on engine blocks of NKP#79, EK#6, and LV#211 to assist with startup precautions and pre lube procedures.

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## **PASSENGER EQUIPMENT**

*-Supt. Robert Miner - 671-3589*

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### **Priorities**

- Maintain NYC Coach in road worthy condition for excursions and charters.
- Refurbish open air car for Museum passenger car service.
- Expand passenger car fleet as appropriate to excursion needs.

### **Progress for January**

- Passenger cars and parts leads investigated by Bob Miner, Bob Cowan, Dave Luca, Rand Warner and Phil Schulp.
- Additional Chinaware for PINE FALLS table service obtained by Cal Bulman and Rand Warner.
- Passenger car spare parts being consolidated into Erie Caboose by Mike Dow and Jeff Carpenter.
- DL&W Baggage Car interior walls and ceilings completely painted by Jeff Carpenter - also inside handrails, etc.
- PINE FALLS, MU Power Car and DL&W Baggage Car prepped for Year End Party by Jeff Carpenter, Norm Shaddick and Rand Warner.
- Bob Miner is working on repairs to fan motor in NYC Coach.

Quotations requested by Rand Warner for replacement of bad glass in MU Power Car and PINE FALLS.

### Plans for February/March

- Complete consolidation of passenger car spare parts into Erie Caboose.
- Complete wiring on north and south ends of PINE FALLS.
- Investigate head end power, on board power, and train line jumper connectors for ac or dc power.

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### **M.O.W. EQUIPMENT**

- Supt. Norm Shaddick - 865-2773

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### Priorities

- Maintain operational that equipment needed to support current construction efforts.
- Prepare equipment for passenger hauling on speeders for 1990 or 1991 season.
- Identify high priority M.O.W. equipment needed in future.

### Progress for January

- Jackson Tamper operational, and in use.
- Chevy Hi Rail truck operational and in use.
- Fairmont Speeder operational and in use.
- Quotes on M.O.W. equipment obtained by Rand Warner.

### Plans for February/March

- Install new doors, fenders and rocker panel kits on Chevy Hi Rail as weather permits.
- Acquire parts to build a long wheel base section car with removable seats - for passenger hauling season on NRHS trackage.

- Resolve magneto timing problem on Kalmazoo speeder and make operational for passenger hauling.
- Resolve hard starting/running problem with Fairmont speeder.
- Complete painting and sideboards for tilt-bed trailer car.
- Complete painting on Jackson Tamper and replace fuel cap. Drain moisture from transmission.
- Obtain use of track crane from New York Museum of Transportation.

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### **SIGNALS & COMMUNICATIONS**

- Supt. Neil Bellenger - 359-9985

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### Priorities

- Determine rational phased approach for installations.
- Inventory all available equipment.
- Identify and procure shortfall items.

### Progress for January

- Brakeman, switch and marker lanterns refinished by Mike Dow.
- Signal relay inventory consolidated in north end Erie Milk Car by Mike Dow from NRHS and R.O.W.
- Lynn Heintz, Mike Dow, John Redden and Neil Bellenger have proposals for track signaling plans - to be integrated and phased.
- Neil Bellenger has itemized short list - see WANTED section.
- Dick Holbert has completed communications work for motive power and M.O.W. equipment.

- Two way walkie talkie ground radios maintained by Dick Holbert.
- Bob Miner is bidding on additional two way radio equipment.
- Mike Dow is inspecting and cleaning signal and track relays.

### **Plans for February/March**

- Continue consolidating, sorting and identifying all signal and communications hardware.
- Integrate, phase and prioritize submitted signal plans for orderly integration with track expansion, Niobe tower parts, signal tower bldg., etc.
- Inventory all telegraph, telephone and radio communication equipment.

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## **CONSTRUCTION EQUIPMENT**

- Supt. Steve Huse - 381-1012

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### **Priorities**

- Maintain operational all equipment required to support current track construction program.
- Resolve repairs of all remaining equipment.
- Sell surplus equipment to acquire needed equipment.

### **Progress for January**

- Winterization of all equipment verified by Steve Huse.
- Euclid loader and Balmar backhoe in winter usage.
- Rome road grader started up for track grading through efforts of Dick Holbert and Rand Warner.

- Road grader electrical system under check out by Dick Holbert. Voltage regulator removed and rebuilt.
- Boom truck options identified and discussed with Al Francis.
- Crane options identified by Bill Reid and Joe Scanlon.
- Replacement flat bed trucks inspected by Al Francis and Rand Warner.
- Boom truck inspected and repairs itemized by Al Francis and Steve.
- Fuel tank fillers covered and protected by Steve Huse.
- Fuel tanks refilled with diesel at request of Rand Warner through local supplier.
- All equipment is operational for winter construction, except crane.

### **Plans for February/March**

- Repair side window on dump truck and readjust parking brake ratchet mechanism.
- Install anti-foulers for spark plugs in boom truck engine and remove and clean or replace spark plugs (again).
- Complete troubleshooting/rewiring of road grader.
- Dump used oil and diesel mixture on clamshell crane tracks.
- Thaw out lift lever on Euclid loader.
- Rebuild starter motor on backhoe tractor.
- Install solar chargers on Gradall up and down batteries and on backhoe tractor.
- Consolidate spare parts into or at tool barn on hill.



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★ ★ ★ WANTED ★ ★ ★

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- Culvert pipe, 12" to 24" I.D., 5 ft. min. length, any material.
- Jackhammer for spiking, 60# - pneumatic, electric, gas or diesel powered.
- Galvanized angle iron 3"x3" or 4"x4" in 4 ft. min. lengths.
- Survey stakes.
- Red or orange safety cones.
- Donations of shrubs and plantings to beautify museum grounds.
- Donations of fine crushed stone to improve safety of cobble walkways for visitors.
- Steam locomotive indigenous to Western New York.
- Donor for lube oil change on EK#6 loco.
- Replacement parts or replacement trucks for NYC Caboose.
- Quotes for timbering, decking, sandblasting, priming and painting NYC Flat Car, and for sheathing on BR&P Caboose westside and ends.
- Box Car indigenous to Western New York.
- Sources for passenger car hand-rails, grab irons, glass, tight lock couplers, wheelsets, headend power.
- Additional type ABC fire extinguishers.
- Battery chargers - 32V and 64 dc.
- Heavy duty, hydraulic hi-rail gear for 6 wheel or 10 wheel truck use.
- Gas powered rail saw, rail drill, nut runner.
- Rail bond wires - qty. 50-100.
- Insulated joint material for 80# Dudley rail, 4-6 sets.

- Switch circuit controllers, GRS Model 8 or equivalent - qty. 2.
- Operable semaphores and all support hardware.
- Line side relay cases and hardware.
- Large alligator clips to jumper batteries for charging.
- Several more 12V solar battery chargers for use on road grader, backhoe tractor, and Euclid loader.
- Hydraulic fluid, antifreeze, Dextron II transmission fluid, 90 wt. gear oil, 30 wt. engine oil for gas and diesel.
- Battery chargers: 6V, 12V and 24V.
- Combination disc/belt sander.
- 35,000 BTU kerosene heater.

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ACKNOWLEDGEMENTS

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- Thanks to Lynn Heintz for working out ballast haul arrangement.
- Thanks to Joe Scanlon for responses on 30 solicitation letters he sent out last month.
- Thanks to Ed Mueller for donation of 3 brand new, medium-size, type ABC fire extinguishers. They are deployed!
- Thanks to Joe Scanlon for donation of outdoor Portolet toilet.
- Thanks to Neil Bellenger for loan of indoor porta-potti for winter season.
- Thanks to Dave Shields for use of distance wheel measuring device.
- Thanks to Marge Warner for loan of battery for Erie Caboose.
- Thanks to Neil Bellenger for purchase of battery for Erie Caboose.

- Thanks to Cal and Rose Bulman for donation of dining car china for PINE FALLS.
- Thanks to Mike Dow and John Redden for leads on headend power sources.
- Thanks to Rand Warner for kerosene fuel for Kerosun heaters and salamanders.
- Thanks to Carol Dow for much heavy hauling.
- Thanks to Dick Holbert for donation of base station monitor set which he has set up and is now operable.
- Thanks to Dave Shields for purchase and donation of 3 brand new brakeman's electric hand lanterns. These will be installed on display board showing evolution of lanterns from candle powered, through kerosene powered to modern electric powered.
- Thanks to Steve Huse for ordering another 12V solar charger.
- Thanks to Gene Redden for donation of box of assorted welding rod.

### **BANQUET NOTICE**

Set aside March 25th for this year's (last year's) Banquet to be held at the Burgundy Basin Inn. Valley Railroad's David Conrad (of Chinese Locomotive Fame) is rumored to be this year's guest speaker. Additional details should be available at the Chapter meeting.

### **THE MAIL CAR**

The following letter was submitted to Gannett Rochester Newspapers for publication in the Letter to the Editor section. Unfortunately, the letter was not published but the author wants to share the letter with the Chapter members.

4137 Montana Road  
Savannah, New York 13146  
December 29, 1989

Letters to the Editor  
Gannett Rochester Newspapers  
55 Exchange Boulevard  
Rochester, New York 14614

Dear Editor:

This letter is late and I'd like to apologize to the Rochester Chapter of the National Railroad Historical Society. I ask your tolerance for its tardiness and ask that it be published.

I would like to comment on the Fall Foliage Rail Excursions held in late October in Wayne County. This is the second excursion sponsored and put together by the NRHS I've taken. This excursion was well planned and followed through. The NRHS should be commended for their courtesy and professional way they conducted themselves. All personnel volunteered their time for the four weekends plus all the time and efforts to plan such a trip including securing rights to use the railroad tracks. I have never seen someone bend over backwards and try so hard to be helpful and not be paid. Thank you again for such a lovely time.

Sincerely,

Janice C. Kelley  
A Satisfied Passenger

### **HISTORIAN NOTES**

*-by Keith Blackall*

We are continuing the article on the Erie Railroad written by Chapter Member Ted Jackson. Last month after a brief introduction, freight and passenger operations were covered. This month's installment begins with the Erie in receivership.

# ERIE RAILROAD Rochester Division, 1938-1942

## (PART II)

*By Ted Jackson*

### Receivership

With the Erie in receivership, things began to happen. The early morning Rochester passenger turn as well as two Mt. Morris trains were cut off in 1939. Then in 1940, the Mt. Morris branch was abandoned so the remaining three trains now only ran between Avon and Rochester, in addition to the Corning train. Until the early 1930's, most of the freight traffic out of Dansville on the D&M was transferred to the Erie at Mt. Morris but at that same time, an interchange was constructed between the D&M and the Lackawanna at Groveland and the Erie's share dropped steadily after that until the branch was no longer profitable and its abandonment became a part of the retrenchment process. Interestingly enough, the last train to run on the branch was a passenger train. The D&M also cut back from Mt. Morris to the Pennsy connection at Sonyea and after a few years to Groveland.

In 1941, all passenger service between Avon and Rochester was terminated and the Rochester station was torn down. Freight service continued until Conrail. Technically, by this time, the Buffalo and Rochester Divisions had been merged and the only other part of the Erie which had a major reduction in passenger service during the reorganization was the Buffalo-Jamestown line which went from four round trips daily down to one. Other abandonments included most of the Wilkes Barre and Eastern, some pieces of the Tioga Division and the upper part of the Greenwood Lake branch in New Jersey.

### The Milk Train

One of the things for which the Corning branch was associated was its milk business. Before and during World War I, the early morning passenger train to Rochester made a number of milk pick-ups. These were not milk cars but milk cans and the stops included some crossroads between Conesus Lake Junction and Avon as well as the Elm Place farm north of Avon.

However, the milk service for which the line was remembered in later years went in the other direction. There were a number of milk plants along the line shipping milk to New York City and pickups included Lakeville, Websters Crossing, Cohocton, Wallace, Kanona, Bath, Savona and Campbell. Originally, this work was handled by the southbound way freight. As mentioned above, the passenger service was reduced to a single train during the depression. The main reason that it survived at all was that it now did the milk work as well so that the way freight service could go down to three trips in each direction weekly instead of daily service in each direction. This in effect eliminated one crew. It also extended the time of this southbound train, No. 468, to over four hours leaving Rochester about noon and getting into Corning after 4 p.m. (It did not have to go into Lakeville; this was handled by the Lakeville turn which turned the milk car over to No. 468 in Avon.) Its counterpart, Train 467, not having these chores, made its morning run in about three hours. Typical equipment was a mail-express car and a Stillwell coach. The milk cars went into Jersey City on Train 8, the Atlantic Express. Because of this, Train 8 handled no baggage east of Hornell, leaving this chore to the follow-up Southern Tier express. Train 467 connected in Corning with No. 7, the Pacific Express, at about 8 a.m., getting into Rochester about 11 a.m.

Trains 467-468 ran daily except Sunday. On Sunday, things changed. Because no freights ran on Sunday, Train 467 was replaced by Train 463, designated in the time table as a mixed train because it spotted all the milk cars as required. It left Corning about 3:30 a.m., connecting from Train 5, the Lake Cities, and terminated its run in Avon a little after 6 a.m. Its counterpart, 464, left Avon about noon and did the usual milk work in addition to going into Lakeville. That additional task apparently was the cause of it being labeled a mixed train as well.



Motive power for these trains varied from time to time. About 1930, they began to use 5000-series gas-electrics made by Standard Steel Car Corp. and Bethlehem Steel. (One of the latter series is still in existence in Worthington, Ohio.) These engines had about three times the tractive force of the 4000 series and were designed to handle heavier trains. My 1933 train sheets indicate that they were back to using K-1 pacifics. In 1935, they began using gas-electrics again, but a couple of years later, they were using steam. Generally, these were K-1 Pacifics, the same engines they used on the time freights. However, in 1938 at least, all sorts of power showed up in Rochester including K-4's and I even remember seeing a K-5 once in awhile. By 1939, it was strictly K-1's but by then, the steam engines only ran between Corning and Avon. At Avon, passengers had to change to one of the 4000 series doodlebugs which pulled the express car into Rochester and back again to Avon. This was made possible because the early morning Avon-Rochester turn had been dropped along with two Mt. Morris trains leaving some of the 4000's with time on their hands.

In 1941, we were back to the 5000 series gas-electrics between Corning and Avon. By now, the Lakeville turn had been discontinued and Train 468 now had to go into Lakeville to go pick up its own milk car. Although all passenger service was discontinued between Avon and Rochester in 1941, 467-468 continued to run between Avon and Corning until 1946. That was the end of passenger service for the Rochester Division.

I rode on 467 and 468 a number of times, mostly between Rochester and Conesus where I stayed in the summer. One time we were riding south from Conesus and had to wait 45 minutes in Websters Crossing for the plant to finish loading two milk cars. The conductor was not pleased. Apparently, earlier the same week, he had to wait an hour and a half. On another occasion, after 468 had started going into Lakeville, I was riding it from Rochester to Conesus. My father was driving from Geneseo over to Conesus to pick me up and in so doing was driving through Lakeville just as the train was there so he picked me up right there thanking his good fortune. I, on the other hand, felt cheated out of part of my train ride. I was 16 at the time.

Although 468 is generally remembered as a plodding milk train, it did have its brighter moments. From Avon to Wayland, it is pretty much up hill (more about this later) but 468 was at most a three-car train as far as Websters Crossing. South Livonia was a flag stop so the result was that the seven miles from Livonia to Conesus could generally be covered without interruption and the engineers took advantage of it. I think the speed limit then was 50 mph - it may have been 60 but I doubt it. Anyhow, they would really open it up through South Livonia. I used to try to time it by using the difference between the whistles for South Livonia and Rowland Road (where I lived), one mile south. Even allowing for the speed of sound, this admittedly, is not a very accurate system but by my estimates, its speed on that stretch was rarely less than 60 mph and often 70 or better. It was even more exciting when a passenger on the train. This was the part of the ride we would always look forward to. I should hasten to add, these times were for the K-1 pacifics. The gas-electrics maintained the schedule but furnished no such excitement.

### The Night Freight

As early as any of my family can remember until at least World War II, the Corning branch had the "night freight". This was a southbound time freight that used to come through Conesus somewhere between 9 p.m. and 11 p.m. In earlier days, it started from Rochester but by the time I was train watching, it originated at Avon.

Most railroads leave the Genesee valley by climbing a hill of some kind. Some of these are real grades such as the Lackawanna from Groveland to Wayland which involved a famous pusher operation through Dansville. I recall seeing doubleheaders on the B&O through LeRoy. The Erie had one too. This ran from Avon to Wayland. As grades went, it was not all that spectacular - 800 feet in 30 miles but a lot of these were twisty miles and the Rochester Division did not have mainline power. As I mentioned earlier, in the period 1938-1941, they were using K-1 pacifics for this run. Consequently, if the train ran very



heavy, a helper was required. These were H21a 2-8-0's, which would be employed as far as Wayland and then return to the roundhouse at Avon.

In the summer of 1939, this was a nightly occurrence. We lived about a mile from the track and had a pretty good view for a stretch of a half mile or so. The engines would take on water at South Livonia and renew their climb from there. The K-1's had 74 1/2 inch drivers while the H21a's diameter was 62 1/2 inches. This would cause the exhaust sounds to be periodically in and out of synch. After a few minutes, the train would be up to our crossing. Although it was night, one could usually make out a little of the engines because they were both hand-fired and every time either fireman opened the firebox door (which was almost a continuous operation on that "head-down tail-up" grade) the glow from the firebox would light up the sky. Just one of those scenes you like to savor forever.

After the passenger trains were discontinued in 1946, they were replaced with a second freight which contained a heated baggage car. Eventually, this was cut back to a single way freight each way. At one point, this was in the form of two turns, one originating from Corning, the other from Avon. Eventually, end-to-end service was restored but the southbound run was now in the morning. Things were never the same again. By the end, the length of the train was restricted to a couple of dozen ars because if they exceeded that amount, they had to put on a third brakeman - it was a State law at that time.

The Attica branch did much better. The Buffalo-Rochester time freights continued right into the Dereco days and by the end was pretty much a van train.

(CONCLUSION OF ARTICLE IN THE NEXT ISSUE OF THE SEMAPHORE)



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NATIONAL RAILWAY HISTORICAL SOCIETY  
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Typing - Theresa Grevell  
Layout & Printing - Dave Luca

### THIS MONTH'S CONTRIBUTORS:

Ron Amberger, Tom Bauman, Keith Blackall, Neil Bellenger, Mike Byrne, Charlie Harshbarger, Steve Huse, Ted Jackson, Dave Luca, Bob Miner, John Myers, John Redden, Bill Reid, Norm Shaddick, and Rand Warner.

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