

THE SEMAPHORE

The Newsletter of
ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY
Vol. XXXII No. 1

September 1990

PROGRAM NOTES

By: Ron Amberger

"A Guatemala Rail Tour"

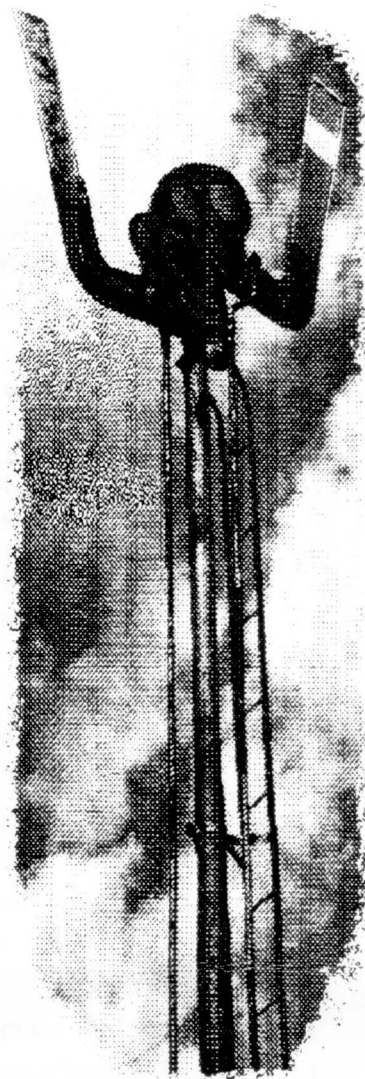
Our September 20, 1990 program at the 40&8 Club, 933 University Avenue will be presented by Guest Speaker Jim Szymanski of Buffalo. Jim, who is a trustee of the Western New York Railway Historical Society, will show slides from a trip that he took in December of last year. He will first take us to California via Amtrak for visits to Los Angeles, San Diego and Sacramento. Then, it's on to Guatemala City, the operating hub of the three foot gage Guatemala Railways. There, we will see general electric and MLW diesels as well as shops, contemporary action, including mixed trains. The highlight of the program will be numerous shots of Baldwin 2-8-2's in spectacular mountain railroading in the Sierra Madre Mountains. Jim assures me that narrow gage fans will rejoice over this program.

PROGRAMS SOUGHT

Your program chairman is seeking programs or program suggestions for the months of January through June 1991. Call Ron Amberger, 244-6438.

ATSF NO MORE?

One of the most colorful names in the history of American railroads, the ATSF is selling off its direct line between Atchison and Topeka, Kansas. the two cities will still connect on the Santa Fe map, but only through Kansas City and via track owned by the MP. The railroad's new route map, filed June 30 with the ICC, lists the 50-mile direct line as one to be phased out. For those who regret the passing of the Atchison-to-Topeka leg of the Santa Fe Railway, there is more bad news: The train won't be stopping in Santa Fe period. The plans call for dropping the 18-mile line from Lamy to Santa Fe, the latter's only rail link. Thus, the ATSF without any of the famous names. [TRAFFIC WORLD]



Membership Committee Report

Thomas A. Way, Chairman

September 1990

Current Statistics

National Members held through Rochester	208
Local Membership (National affiliation elsewhere)	10
Family Memberships	28
TOTAL:	246

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New Applicants Voted in as Members At the July 19 Meeting

Ralph A. Mosher 124 Belmont Street Rochester, NY 14620 Phone: (716) 244-5266 Membership: Regular Sponsor: David J. Luca	Jean & Robert Naukam 968 Wilbur Street Phelps, NY 14532 Phone: (315) 548-9051 Membership: Retiree/Family Sponsor: David J. Luca
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Change of Address

Charles & Edna Harrington
2 Candy Lane
Orchard Park, NY 14127
Phone: 649-9016

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NRHS VIDEO LIBRARY

Donations of VHS video tapes from individual chapters are being solicited for the NRHS Video Library, which is scheduled to begin operation in September, loaning tapes to Chapters only on a rental basis similar to the NRHS Dodge Film Library. Video library rental service for individual NRHS members will be added later after administrative procedures are fully developed.

The rental charge will be nominal - sufficient only to cover the expenses of packaging, mailing and servicing. The Society will subsidize the library to buy new videos and replace those that are damaged beyond repair or worn out.

Larry Eastwood (Eastern Region Vice President) and Paul Kutta (National Railway Bulletin staff) - both of the Philadelphia Chapter - are spearheading the effort to establish the video library, which will be based at the Society's Philadelphia (PA) headquarters. [The Lakeshore Timetable]

TRIP COMMITTEE

By Bob Miner, Chairman

Well, here it is September already. September 22 is Railfan day on the Ontario Midland RR sponsored by the Rochester Chapter. September 30 is the start of our Fall Foliage trips on the Ontario Midland RR. Are you willing to spend some time in Sodus to help make these trips something the riders will enjoy as a pleasant memory of RR history?

Here is the work party schedule, in SODUS, to get the coaches ready for the trips:

Sat., September 15	WE start at 9:00 a.m. Come any time
Fri., September 21	Even if you can stay only a few hours
Fri., September 28	It is not hard work
Sat., September 29	Sweeping up the big pieces is slow going
Fri., October 5	Damp wiping the window sills is faster
Sat., October 6	Damp wiping the seats takes longer

Every Friday and Saturday for the rest of October.

The Girl Scouts have chartered the train for October 28 so the coaches must be cleaned for them. That is why we need you every Friday and Saturday in October.

These trips make money for the Chapter to spend on other projects. Things like sand blasting and painting LV#211, having the Depot leveled, installing new electric service and grading the right of way so we can lay track.

The Fall trips are the most important function the Chapter has going during the last weekend in September and the month of October. After October the number one thing is to finish the rail line between the museums. Even if we can only run speeders we will have a very good attraction to bring people to our corner of the world.

Mike Byrne has devoted much of this time in contacting people and agencies involved in bringing tourists to Monroe and Wayne counties. Can the Chapter run speeders on our track every weekend in the summer? Can we run trips from Webster to Newark once a month? Can we run trips somewhere on the Ontario Midland every weekend in the summer? Right now, I think the answer is NO. However, the potential for something like that is possible in the near future. The trip committee is looking at what we can do to bring Railroad action to the public and the tourist in our area.

Are we a Chapter which sits and watches Conrail go by, wishing someone would give us a steam engine or are we willing to work to show the public what the Railroads did to build America?

TOP TWENTY PLUS ONE!

Here are the top 21 Chapters in the Society as of July 31, 1990. The totals represent the members who pay their National dues through each Chapter:

- | | |
|------------------------------|-------------------------------------|
| 1. Bluewater Michigan [566] | 12. Niagara Frontier [236] |
| 2. Philadelphia [438] | 13. Lancaster [231] |
| 3. Washington DC [382] | 14. Heart of Dixie [226] |
| 4. Intermountain [362] | 15. Long Island-Sunrise Trail [222] |
| 5. Pacific Northwest [353] | 16. West Jersey [221] |
| 6. Ontario and Western [320] | 17. Central Coast [219] |
| 7. Atlanta [304] | 18. Old Dominion [212] |
| 8. Mohawk and Hudson [302] | 19. Chicago [209] |
| 9. Baltimore [294] | 20. Rochester [201] |
| 10. Saint Louis [271] | 21. Potomac [200] |
| 11. C.P. Huntington [254] | |

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

New/Reordered for sale in the Chapter store:

B&O - Thunder in the Alleghanies	\$12.95
C&O - Superpower to Diesels	\$15.95
B&O Heritage	\$7.95
Lackawanna Heritage	\$8.95
Berkshire Days on the B&A	\$6.50
NYC - Illustrated History	\$12.95
Steam, Steel & Stars	\$35.00
Those Amazing Cab-Forwards	\$29.95
Cabooses of NYC & NH	\$14.95
Cabooses of PRR & LIRR	\$14.95
Vanishing Vistas - N&W	\$9.95
RR's in Early Postcards - Upstate NY	\$11.95

Rochester Chapter NRHS members receive a 20% discount on books and videos ordered through the chapter store. If you have a book or video you'd like me to order, give me a call.

Thanks to our latest round of Sunday volunteers at the depot! They are: Dave Abell, Larry Boehme, Curt Boyer, Bill Chapin, Bob Fitch, Sheldon King, Kevin Kleve, Jim Morrow, Charlie Petersen, Jim Strout, Lloyd Sugden and Fran Teahan.

ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

General

This summer season has been a mighty leap forward in our Museum's progress and public benefits - thanks to you, our volunteers! We have upgraded our Motive Power status with paint and refurbishment of LV #211 - it is now running again as you read this! Progress continues on our Freight Equipment - particularly our wood cabooses. Our Passenger Equipment fleet access is expanding, thanks to Empire State Railcar. All Maintenance-of-Way equipment is operational, in use, and was demonstrated at the picnic. Construction Equipment has been augmented by a crawler shovel, newer road grader, and flat bed truck chassis. Buildings & Grounds have seen significant progress in wiring, painting and cleanup. We are now working actively on a 1000 foot stretch of new Track and Right of Way which has been fine graded all the way to New York Museum of Transportation. Much enthusiasm and progress is evident with our new Signals & Communications & Power group - you will see static and operating signals, radio, telephone and telegraph displays at the picnic and much evidence of new underground wiring system. Our Steam Locomotive Committee has been actively pursuing options for equipment, operations and financing via meetings and contacts. An Operations Committee is being formed now to deal with speeder rides planning for the 1991 operational season. Use of Outside Contractors for several tasks has greatly accelerated progress.

Welcome

To our newest volunteers - Al Brukowski and Fred Jenks.

Sympathy

Our condolences are extended to John Hixon in the recent loss of his wife, Virginia, on August 11.

Best Wishes To

Dave Shields for strong speedy recovery from illness.

The Vision

Some very real possibilities to be implemented in the course of our next five year plan for R&GV RR Museum:

- Hauling passengers end to end from NRHS to NYMT
- Steam locomotive operation
- Electric traction operation
- Interpretive displays in museums at both ends of track
- Interactive displays in museums at both ends of track
- Fully operational and equipped library and archives
- Shop building(s) for equipment and motive power
- Locomotive servicing terminal
- Expanded yard and display trackage
- Visitor reception and assistance facilities
- Small out buildings from local area railroads
- New skin and windows on PINE FALLS sleeper lounge
- All rolling stock cleaned and painted
- Expanded passenger excursion coach fleet
- Graveled walkways and parking lots
- Handicapped access improvements
- Extensive advertising, marketing & promotion
- Public, commercial and private funding assistance
- Expanded activity, scope and size of endowment fund
- Expanded and active friends of museum support group
- Extensive interactions with New York Museum of Transportation
- Extensive interactions with other community groups

FREIGHT EQUIPMENT

-Supt. John Myers - 334-3948

One of our priorities is to preserve the existing rolling stock and to prevent continued deterioration. Over the past few weeks, Dave Luca has repainted portions of the B&O/BR&P caboose to make it more presentable to the public until the next phase of restoration to near original BR&P configuration. The caboose was also cleaned out by Rand Warner for presentation to group tours from BOCES and the public.

This fall we plan to continue with the refurbishment of the New York Central wood caboose, reinstall windows and grab irons on the BR&P caboose and finalize a paint scheme for Erie Caboose #254. Color slides or prints of an Erie caboose similar to C-254 for color matching the correct shade of red would be helpful. Your photos will be returned after copying.

SIGNALS & COMMUNICATIONS

-Supt. Neil Bellenger - 359-9985

Mike Dow, Charlie Harshbarger, and Jim Johnson have nearly completed the installation of underground conduit and wire for 120 Volt receptacles and signal equipment in the yard area. Mike Dow has pre-wired one complete relay case and installed a line side battery box.

At the August trustees meeting, the installation of the new 200 Amp electric service by a professional electrician was approved. Prior to the meeting, an outline of electric service expansion and upgrading over the next several years, including options for underground service was discussed by Jim Hassler of Hassler Electric, Rand Warner, Dave Luca, Jim Johnson and Neil Bellenger.

Plans for the September/October timeframe include installation of the new electric service, energizing dwarf yard signals, picking up signal equipment from various locations along the Lehigh Valley right of way and investigate sources of rail bond wire and 80 lb. dudley insulated joints. Installation of the semaphore for Block #1 will begin, weather and time permitting.

TOOL CAR

-Supt. C. Harshbarger - 266-8339

Normal organizing and stock keeping continue. The tool car is still looking for the donation of a combination disc/belt sander for the woodworking department.

Future plans will include a limited amount of new shelf space for sorting of nuts and bolts in bins. Those who work on projects in the tool car are reminded to clean up the workbench after they are done. This has not been done lately and it is starting to look a bit of a mess. I don't attend to the tool car as much as I do the rest of the year in the summer because I want to be outside working on projects too. So please, clean up after you are done so I don't have to do it all.

THANKS TO

- Thanks to Robert Riorden of Jones Chemical for offer of signal cases and related equipment from Lehigh Valley right of way.
- Thanks to Paul Saracen of Ontario Midland for offer of surplus relay and signal materials and diagrams.
- Ida Henry, wife of former chapter member John T. Henry (deceased), for estate donation of a nice selection of hardcover railroad books to our Chapter Library.
- Edwin Mix for offer to donate railroad books, photos, timetables, etc. in honor of former chapter member Ted Mix (deceased), from his collection.
- Joe Scanlon for duplicating engineering blueprints through arrangements with LeCesse, and for arranging use of Huber road grader from LeCesse.
- Dick Holbert for additional two-way radio equipment donations, modifications and installations.
- Rand Warner for donation of new 12V batteries, fuel, use of garden tractor, sewer repair materials, tools and furnishing PINE FALLS kitchen.

- Lynn Heintz, Bob Miner, Dave Luca, Steve Huse and others for leads on possible box car acquisition.
- John Hixon for donations of pictures, sketches and paintings.
- Norm Shaddick and John Redden for donation of parts for M.O.W. equipment and speeders.
- Bill Reid and Charlie Harshbarger for donation of surveying materials and markers.
- Rick Ashman for donation of hydraulic pump for heavy equipment.
- Bob Cowan for underwriting expense of parts and labor for pre lube pump assembly.
- Mike Byrne for arranging contacts for group tours and for setting up media coverage of events and activities.
- John Redden for making all arrangement and procuring all materials and personnel support for repainting of locomotive LV#211 and for arrangements for landscape tie sales.
- Mike Dow for donation and restoration of signaling equipment.
- Neil Bellenger and Jim Johnson for donation of electrical supplies.
- Chuck Reidmiller, for offer of paint for railroad, M.O.W. or Construction Equipment.
- Clean #3 or #3A stone ballast for track work.
- Clean #1 fine crushed stone for walkways.
- 3000 lb. concrete for Depot aprons and sewer crossings.
- Six inch clay or PVC tile for sewer crossings.
- Small to medium size bulldozer - donation or loan.
- Crouse-Hinds or Pyle-National heavy railroad type plugs and receptacles for power hook up to our cars.
- Solar cell charging panels, 6V, 12V, 24V, 32V, 64V for our construction equipment and rolling stock.
- Track circuit relays for our signal system.
- Pole arm insulators for our telephone & telegraph systems.
- Brooms and dustpans for each car and each building.
- Belt/disc sander, table mount, for our tool car.
- Tongue and groove 5/4" siding, fir or cedar, for cabooses.
- Hardwood timbers, 4"x4" and deck planking 3"x12" for flat car.
- Sheet steel, 14 ga. to 1/8" thick, 4'x8' sheets, for PINE FALLS.
- Linkages and tie bars to connect switch circuit controllers to switch points (2 sets).
- Cupola seat cushions and backs for our cabooses.
- Someone with plumbing skills to pick up completion of Depot wash room and tie in of Depot gutter drains.
- Someone with commercial real estate experience.
- Someone familiar with heavy equipment repair.
- Some familiar with steam locomotive boiler repair.
- Someone familiar with rebuilding air brake valves.

WANTED

- Antifreeze, lube oil, transmission oil, and hydraulic oil for construction equipment.
- Lube oil, axle grease, compressor oil and governor oil for locomotives.
- Track bolts, nuts and washers for 80# Audley rail for track construction.
- Insulated joints material for 80# and 90# rail.
- Signal bond wires and use of bonding apparatus.
- Heavy cable 1-0 thru 4-0, insulated and uninsulated for distribution of electric trolley power.

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MAIL CAR
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August 13, 1990

Mr. Alfred R. Miner
768 Five Mile Line Road
Webster, NY 14580

Dear Al:

This letter is forwarded as a follow-up to your correspondence in support of the restoration of the Adirondack Railroad from Remsen to Lake Placid.

Because so many people have written me concerning the fate of the railroad, I sent a representative to a special conference held on July 19, 1990 in the Sagamore Great Camp near Raquette Lake which reviewed the recent feasibility study commissioned by the Adirondack North Country Association. The study was to determine if reopening the railroad line would be economically feasible and how much it would cost to bring the railroad back on line. The study estimated that it would cost \$31 million to fund the purchasing and rehabilitation of the Utica to Lyons Falls and Lake Placid railroad lines. Other options are being explored which would provide for a phased opening of portions of the line. These options are being developed by interested volunteers in conjunction with the Adirondack North Country Association (ANCA). If you are interested in learning more about the project, you can contact ANCA at: Adirondack North Country Association, 183 Broadway, Saranac Lake, New York 12983, (518) 891-6200.

I plan to follow-up on ANCA's proposal once it is released and look forward to working with the legislators from the North Country to make the railroad run again. Enclosed is a copy of a newspaper article which outlines recent developments concerning the railroad and the ANCA study.

Sincerely,

L. Paul Kehoe
Member of Senate

NORTH COUNTRY TRAIN RUN PROPOSED
By Christopher Ringwald

SARATOGA SPRINGS - A regional public authority should be created to revive and operate a 118-mile railway through the heart of the Adirondacks, consultants studying the matter have concluded.

The idea could help promote tourism without aggravating the environment by bringing in yet more cars on the region's crowded and narrow roads, the sort of goal espoused by the recently issued and controversial report of the Commission on the Adirondacks in the Twenty-First Century.

"We're looking at a public authority, with multi-county cooperation, for a regional rail concept," said Keith D. Tyo, spokesman for the Adirondack North Country Association, which commissioned the study. The line was last operated by Adirondack Railroad Corp. and runs from Remsen, north of Utica, to Lake Placid. It passes through some of the most scenic and remote territories of the Adirondacks, including the proposed Oswegatchie Wilderness Area, located south of Cranberry lake.

The cost of rehabilitating the line would \$17 million, or \$144,000 per mile, considerably less than that of rebuilding roads, which can range up to \$1 million per mile, Tyo said. The renovation would allow trains to travel at speeds of 60 miles per hour. Since construction of any new roads into the park is unlikely, he emphasized the ecologically friendly nature of the rail line since it would keep the cars of rail passengers off the regions limited and narrow roadways. Other costs - architectural and engineering, rail station renovations, culvert and bridge improvements - would bring the package to \$31 million.

The consultants, Northwest Engineering Inc., of Pennsylvania, have suggested two excursion trains, one between Lake Placid and Tupper Lake and the other from Utica to Beaver River. Also proposed were several weekly passenger trips between Utica and Lake Placid and freight operations based in Saranac Lake.

*Edited due to space limitations

NEW LIFE FOR OLD RAILS?

By Bob Fitch

By a stroke of luck, I picked up a copy of the Pocono Record on August 27, which carried an editorial that will bring a glimmer of hope to DL&W fans. It was entitled "Restore Rail Lines" and dealt with the current energy crisis and the advantage of the steel wheel on rail vs. the rubber tire on pavement. It then went on to say:

There is a low keyed but widespread movement to prevent further abandonment of railroad lines, and in fact, restore some closed lines to use. One such move is being made in New Jersey, and it has great potential for the Poconos. The New Jersey legislature is considering a bill to reopen a stretch of rail line - the so called Lackawanna Cutoff - that would allow the resumption of commuter rail service between Monroe County (PA) and the New Jersey metropolitan area along the Hudson River. Freight service would allow us to make a stronger pitch for industry to occupy an industrial park as well.

With the migration of people out of the metro area to the Poconos, I would hope that traffic studies would show that commuter and also freight service are feasible. Time will tell. Our Chapter Store had a great book, The Lackawanna Railroad in Northwest New Jersey, which describes the problems associated with the layout and construction of this cutoff. I'd recommend it to anyone interested in RR history and construction.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

SEPTEMBER

- 20 - Chapter Meeting - 40&8 Club
- 22 - Railfan Extravaganza - Omid
- 30 - Fall Foliage Excursions - Omid

OCTOBER

- 4 - Trustee Meeting - 40&8 Club
- 7 - Fall Foliage Excursions - Omid
- 12-14 - ARM Convention 1990
- 14 - Fall Foliage Excursions - Omid
- 18 - Chapter Meeting - 40&8 Club
- 21 - Fall Foliage Excursions - Omid
- 28 - Fairport Girl Scout Charter - Omid
- 31 - TRAIN Annual Convention, Huntington, West Virginia

NOVEMBER

- 1 - Trustee Meeting - 40&8 Club
- 1-4 - TRAIN Annual Convention continues
- 8-10 - AAPRCO National Convention, Galveston, Texas
- 15 - Chapter Meeting - 40&8 Club
- 22 - HAPPY THANKSGIVING!

ROCHESTER CHAPTER
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THE SEMAPHORE

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ROCHESTER CHAPTER*

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Ron Amberger, Tom Bauman, Neil Bellenger, Bob Fitch, Charlie Harshbarger, Dave Luca, Phil Miller, Bob Miner, John Myers, Rand Warner and Tom Way.

SEMAPHORE DEADLINE:

Deadline for the October issue is October 1.
Please send your articles to Dave Luca at 983
Winton Rd., N., Rochester, NY 14609.

CHAPTER MEETING:

September 20, 1990 - 8:00 p.m.
40&8 Club
933 University Avenue
Rochester, NY

