

# **THE SEMAPHORE**

The Newsletter of  
ROCHESTER CHAPTER - NATIONAL RAILWAY  
HISTORICAL SOCIETY  
Vol. XXXII No. 2

October 1990

## **PROGRAM NOTES**

By: Ron Amberger

### **"TRAINS AND TROLLEYS OF WAYNE COUNTY"**

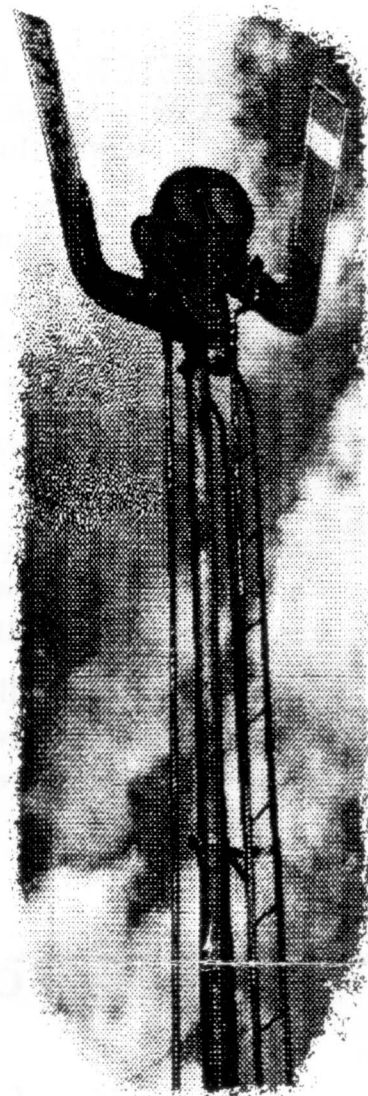
Our October 18, 1990 program at the 40&8 Club, 933 University Avenue will be presented by chapter member Fred Rollins, Wayne County Historian. Those who took the bus tour tracing the Rochester and Syracuse electric line from Rochester to Syracuse will recall that Fred Rollins was our guide for that very interesting tour. Fred is a professional historian and railfan and is able to bring details of rail history to life. Wayne County had a number of interesting trolley lines and system railroad operations. All of these will be detailed in Fred's talk which will be illustrated with historical photographs from the Wayne County archives as well as from Fred's personal collection. This promises to be a very special program that will teach us a lot about Wayne County rail history.

## **CHINA TOUR PLANNED**

Ron Amberger is planning to escort a railfan group to China again in 1991. The tentative departure date is set for the first week in June. The objective of the tour will be to visit locations where both narrow gage and standard gage steam operations can be observed and ridden. The tour will cover 2 foot gage, meter gage, 760 mm gage, and standard gage lines in southern China and northeastern China. The group will visit the Tangshan Locomotive Works if it is still building steam locomotives.

### **"Lima Trolley Book Nears Completion"**

"A Railroad for Lima", by member Paul Worboys is nearing completion, the author has relocated to the Rochester area which has brought the project back to life. Paul is completing the final details now and the book will go to the printer shortly.



## **ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE**

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

**A note to spouses of our members:**

**Christmas is coming, and it's the perfect time to get that railroad book or video that your railfan has always wanted! If you'd like a book or video, give me a call at 458-4289 and I'll be happy to order it for you.**

**Remember, not only will you save 20% on purchases of books and videos (extended to spouses of our members), you'll help to support our chapter!**

**Our latest volunteers for Sundays at the museum were: Curt Boyer, Mike Byrne, Jeff Carpenter, Bernie Cubitt, Gary and Laurie Dettman, Sam Ferrara, Shelden King, Ed Maslyn, Jim Morrow, Dan Tomlinson and George Wallace. Thanks for your help!**

**The Chapter Store will be attending the Alexander Train Meet on Sunday, October 28th, and the Rochester Riverside Convention Center Train Meet on Sunday, November 18. If you're free either day, and you'd like to attend, give me a call.**

### **ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS**

#### **OCTOBER**

- 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!**

#### **DECEMBER**

- 6 - Trustee Meeting - 40&8 Club**
- 20 - Chapter Meeting - 40&8 Club**
- 25 - MERRY CHRISTMAS!**

## Membership Committee Report

Thomas A. Way, Chairman

September 20, 1990

### Current Statistics

National Members held through Rochester	211
Local Membership (National affiliation elsewhere)	10
Family Memberships	<u>28</u>
TOTAL:	249

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### New Applicants Voted in as Members At the September 20 Meeting

Richard J. Rozon  
187 Myrtle Street  
Rochester, NY 14606  
Phone: 458-5937  
Membership: Regular

Norman A. Scheelar  
35 Freda Avenue  
Cheektowaga, NY 14532  
Phone: 893-7139  
Membership: Retiree

Bonnie Glickman  
99 Van Bergh Avenue  
Rochester, NY 14610  
Phone: 288-8747  
Membership: Regular

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### Change of Status

Robert E. Achilles  
Status: Sustaining

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### Change of Address

Christopher R. Hauf  
428 Fairwood Circle  
Rochester, NY 14623  
Phone: 334-6479

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## GENESEE & WYOMING TO THE RESCUE

On July 7, Cape Cod Railroad's former Genesee & Wyoming (originally New York, New Haven & Hartford) RS1 670 - in New Haven colors - was on the point of Amtrak's northbound Cape Cod service between Hyannis and Buttermilk Bay (MA). The RS1 was called out to rescue a failed Amtrak F40 which was trailing as the train is not turned at Hyannis. Another F40 was dispatched from Boston to handle the train from Buttermilk Bay on to Providence (RI). [Steel Wheels]

## SOUTH BUFFALO RAILWAY SOLD

Bethlehem Steel is selling South Buffalo Railway to Alabama based Rail Management & Consulting Corp., operator of seven short lines in the US currently. South Buffalo consists of 67 miles of in-plant trackage at Bethlehem's Lackawanna, NY facility. [Empire State Express]

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## ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

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-Chmn. Rand Warner - 248-8889

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### Overview

- Rochester Chapter NRHS is a "CAN DO" group! Through your reading of recent Semaphore newsletters, attendance on our excursion train rides, and being at our recent picnic at our Rochester & Genesee Valley Railroad Museum, you can see and enjoy some of the many examples of our progress. You, our member-volunteers, are making all of this happen and you should also take considerable pride and satisfaction in a lot of jobs well done.
- Our Museum and Operational Railroad Project offers a challenge for all trade, professional and hobby skills. We are now getting to the point where we need advice and counsel in legal, tax, real estate, finance, accounting, funding, endowment, marketing and promotional areas. These are important to us for preserving, protecting and enhancing our cumulative "sweat equity" investment made over the last twenty years at the Rochester & Genesee Valley Railroad Museum. Won't you please let us know of your skill area and willingness to help. Call me at 248-8889 or 381-4026.

### Best Wishes To

- John Kernan and Steve Huse who both are returning to school again. We wish you well in your continuing education and look forward to your return.
- Dick and Mary Lou Tickner. Dick has returned home from Buffalo Veterans Hospital. Give them a call, a card or a visit.

### 1990 Summer Picnic

- Our Chapter Picnic held Sunday, September 9, at our Museum was very successful in spite of very uncertain weather. We had our all-time highest reservations and actual attendance was well over 80 people.
- Much of our Chapter equipment was operated for rides, photos or demos, including all 3 diesel locomotives (two triple headers), Kalamazoo Track Car and Chevy Hi Rail.
- Good food and good cooking was provided by Cal & Rose Bulman and President Ted Miller.

We only had six ears of corn and two dogs left over!

- Drinks were provided in variety and abundance by Steve Huse.
- Mr. & Mrs. Dan Tomlinson took attendance and collected money and receipts for expenses. We made a profit!
- Set up and cleanup was directed by Marge and Rand Warner, assisted by many, many able and enthusiastic helpers. Thank you all very much.
- Train operations were ably supported by Dick Holbert, Charles Harshbarger, Norm Shaddick, Jeff Carpenter, Mike Dow, Bob Miner, John Redden, Bill Reid, Larry Fennessy, Neil Bellenger and Jeff Bochman.
- Celebration festivities at the FAR, FAR, end of our new track construction were arranged by Mike Byrne, Larry Fennessy and Dick Holbert. Rand Warner and Bill Reid made speeches and Bill broke the bottle.
- Ron Amberger provided railroad videos for entertainment in the PINE FALLS lounge.
- Jim Mueller directed parking operations.
- Dick Holbert was responsible for radio communications.

Thanks to all again who made this event such an enjoyable success for chapter members and our visitors as well.

### Outreach - Mike Byrne & Rand Warner

As we look ahead to the 1991 Season for the Rochester & Genesee Valley Railroad Museum, we see many possible opportunities for outreach and growth.

We have an opportunity to interact with:

The State Agricultural and Industrial School and the Oatka Residence Center on the campus south of Rt. 251.

The BOCES 1/EAST program on the campus north of Rt. 251.

Both city and county jail programs for prisoners working in the community on public service projects.

In addition, we have our many nursery, preschool, grade school and special interest tour groups that visit our Museum facilities. If you'd like to help with our OUTREACH efforts, please contact Mike Byrne at 225-5659 or myself at 248-8889.



## Operations

Looking ahead to our 1991 season, we would like to be able to offer the public speeder rides on our apidly expanding Museum trackage.

Getting into the real passenger hauling business will require planning and preparations for marketing, advertising, maintenance, operation, insurance, ticketing, training, safety, radio communications, dispatching and many other facets. Our passenger operations will need to be integrated with our Museum Tours and Museum Store, our track construction activities, and with our associate organization, The New York Museum of Transportation.

Please let us know if you would like to be part of this exciting, challenging and rewarding activity by calling Dick Holbert, Charlie Harshbarger, John Redden, Norm Shaddick or me. Training sessions will be held on the second Thursday evening of the month (Thursday between Trustees Meeting and Regular Meeting). The first session will be October 11.

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## MOTIVE POWER

-Supt. John Redden - 594-2227

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The big project for this Summer was repainting the locomotive Lehigh Valley 211 and restoring it to operation. During the first two weeks of August, the exterior of the unit was completely sandblasted, primed and painted. Following this, another strong effort by the Preservation Committee members resulted in the first operation of the 211 under its own power in nearly two years.

Preparation for painting included a great deal of metalwork performed by Neil Bellenger. He repaired many damaged areas of the car body, and built 'bug-eye' number boards from scratch. A large crew, led by Charlie Harshbarger, removed the radiator shutters and grilles for separate work. During sandblasting and painting, Jeff Carpenter continually assisted our contractor, and was particularly helpful in keeping him supplied with sand and other materials. Many people volunteered to help out during weekdays, including Dick Holbert, Bob Miner, Gene Redden, Norm Shaddick, and Rand Warner. Rand also made an emergency purchase of paint and primer when it became clear that our original supply was running out. DuPont provided a factory representative for a full day (no charge) to assist in paint mixing and application.

After painting was completed, there was a massive cleanup job. We had used approximately four tons of sand and nearly thirty gallons of paint and primer. Many people helped with plastic and tarp removal and vacuuming sand from the vital areas of the engine. At this time we began final preparations to start the diesel. Rand Warner was able to build a spare pre-lube pump from parts that we had around the depot. This allowed us to properly lubricate all of the moving parts inside the engine. Jim Johnson did a very thorough inspection and cleaning of the electrical equipment (something that hadn't been done in years).

Our work was rewarded on Saturday, August 22. At 4:30, foreman Bob Cowan pressed the start button and the twelve cylinder engine came to life after nearly two years of storage. Work continued during the following days and weeks. Larry Fennessy reworked the air horns and made them operable. Mike Dow and Pete Swanson started cleaning and painting the trucks and reservoirs.

Finally, on Sunday September 9, our goal was reached as the 211 led the other two engines on the triple header at the Chapter Picnic. Thanks to all who helped on this project.

## LEHIGH VALLEY 211

### History & Notes

**Built:** Alco-GE built this engine in December, 1953 as Pennsylvania Railroad 8445, a 1600 h.p. model RS-3. Was one of only five RS-3s built with both dynamic brakes and a steam-heat generator, hence the high short hood.

**Renumbered:** In 1966 it became PRR 5569.

**Merged:** In 1968, the Pennsylvania and the New York Central merged, and the unit became Penn-Central 5569.

**Retired:** During 1969/1970 Penn-Central retired the 5569.

**Purchased:** In 1970, the Lehigh Valley bought the 5569, and renumbered it the 211. At this time, the engine was painted maroon with yellow, black, and white trim. The Rochester Chapter, NRHS is restoring the unit to this paint scheme.

**Repainted:** Circa 1974, it was repainted by the Lehigh Valley to a bright red paint scheme.

**Merged:** On April 1, 1976, Conrail was formed by merging the Lehigh Valley with several other railroads. Conrail renumbered the unit 5487. This

number can be seen today, stamped in the frame of the engine, near the steps of the northwest corner.

**Retired:** On January 24, 1979, Conrail retired 5487.

**Rebuilt:** During the Summer of 1979, the unit was rebuilt by Conrail at its Altoona, PA shops. The original Alco diesel engine was replaced by a 1200 h.p. General Motors V-12 engine. The Lehigh Valley red paint was replaced with the standard Conrail blue with white trim. It was placed in service in August 1979, as Conrail 9920.

**Stored:** In 1981, Conrail stored the 9920, and later retired it.

**Purchased:** In 1986, a consortium of Rochester-area railfans purchased the 9920 from Conrail. They leased it to the newly formed Rochester & Southern Railroad as locomotive Lehigh Valley 211. It remained in Conrail blue paint, however.

**Donated:** In December 1987, the LV-211 Associates donated the locomotive to the Rochester Chapter, NRHS. It returned to the chapter Museum in April 1988.

**Repainted:** In August 1990, the Rochester Chapter NRHS sandblasted and painted the engine to its early 1970s livery as Lehigh Valley 211. During the sandblast process, portions of all of the previous paint schemes (noted above) were uncovered.

## TRACK & RIGHT OF WAY

-Supt. Bill Reid - 589-4880

The R.O.W. was fine graded and sub-ballasted another 500 feet. Ties and rail have been laid out for an additional 300 feet and safety spiked every fifth tie. A jack hammer spiker was used on the final spiking. The Chapter loader, boom truck, dump truck and loaned grader were used in the construction work. An additional 300 feet of right-of-way has been fine graded by Joe Scanlon in such a way as to provide necessary fill along west edge. Nice job Joe! Rails have been brought up to place through current end of ties and ballast. Thanks to Bill Reid, Jeff Carpenter, Dick Holbert, John Redden, Mike Dow, Larry Fennessy, Joe Scanlon, Rand Warner, Jeff Bochman, Jim Johnson, Al Brukowski, Dave Luca, Charles Harshbarger, Norm Shaddick and probably some others for a whole lot of SWEAT EQUITY!!!

One hundred fifty landscape ties were loaded and sorted and sold to Greece Lumber Company through arrangements by John Redden and help from the people listed above.

Ballast options for additional subgrade ballasting and also track surfacing ballast were investigated by Ted Miller, Rand Warner, Cal Bulman, Pete Gores, Dave MonteVerde and Chuck Reidmiller.

Plans for future work includes:

- Continuing to fine grade and ballast north to meet NYMT end of track,
- Lay ties and rail on extended R.O.W. north towards NYMT end of track,
- Add fill as necessary along west edge of extended r.o.w. north to NYMT end of track,
- Employ jackhammers with spike bits and air impact wrenches on track joints to further improve productivity and efficiency of track work.
- Safety spike, gauge and final spike track north to next curve at Manhole #15.
- Finalize arrangements for additional ballast for subgrade and also for track surfacing prior to tamping.

## FREIGHT EQUIPMENT

-Supt. John Myers - 334-3948

The west side and both ends of the cupola of the B&O/BR&P caboose were painted in time for the picnic by Dave Luca. What a difference it makes! The New York Central caboose was cleaned by Bill Reid and used for entertainment at the picnic. The Erie Caboose #254 was also in active service for hauling passengers at the picnic.

The Erie Milk car is heavily being used for storage. The New York Central flat car will be relocated to Track #1 (tool car) based upon assessment of yard capacity. Leads on obtaining a box car are being investigated. The B&O caboose platforms have been painted by Curt Boyer.

Future plans are to continue the woodwork on the NYC Caboose and develop a plan for use and relocation of the Pennsy hopper car.

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## BUILDINGS & GROUNDS

-Supt. Dave Luca - 288-0318

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The posts and picket fence on the east side of the area at the top of the hill have been installed and painted by Steve Huse. Grounds cleanup and disposal of hazardous items continued by Charles Harshbarger, John Redden, Rand Warner, Al Brukowski and Curt Boyer. Depot drainage and apron surfacing options were reviewed by Dave Luca and Joe Scanlon. Depot 200 Amp electrical service hookup is being supported by outside contractor - Hassler Electric & Remodeling Company. Landscape ties are being set aside for planters along the sidewalk at the south end of the Depot. Options for delivery of fine crushed stone for walkways and parking areas are being investigated by Rand Warner and Cal Bulman.

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## THANKS TO

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- Wayne Morrison for offering use of heavy duty boom truck.
- Bob Mader for offer of Gravely rough terrain mower outfit.
- Dave MonteVerde, Jeff Baxter, Chuck Reidmiller and Pete Gores on arrangements for track ballast.
- Cal Bulman for ballast contacts at Dolomite.
- Don Brown of Ontario Midland RR for offer of use of track car.
- Rick Ashman for donation of hydraulic pump.
- Joe Scanlon for arrangements on potential use or donation of bulldozer, and for many sets of prints from our track drawing originals.
- Jim Johnson for box car information.
- Rand Warner for hand and power tools, electrical/mechanical hardware, and glassware/cookware for PINE FALLS.
- Mike Byrne for information on public grants and for developing new brochure handout.

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## WANTED

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- Medium size chainsaw in good condition.
- Rail joint insulation for Dudley 80# rail for signal installation.
- Bond wire and bonding equipment for signal installation.
- Antifreeze, hydraulic fluid, lube oil, grease, gasoline, and diesel fuel for construction equipment.
- Lube oil, compressor oil, governor oil, traction motor grease, and diesel fuel for locomotives.
- Fine crushed stone for walkways and parking areas.
- Coarse crushed stone #3 or #3A for track ballast.
- Tongue and groove fir siding for BR&P and NYC cabooses.
- Five quarter tongue and groove maple flooring for Depot north waiting room floor.
- Poured concrete for replacing Depot walkway aprons and platform areas.
- A sign painter for lettering billboards, sign posts, locomotives, cars and Depot.
- People to invest in steam locomotive project.
- Someone experienced in air brake service, inspection and repair for our rolling stock.
- Glazing donation for PINE FALLS sleeper lounge.
- Someone to provide leadership for Capital Fund Drive.

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## MAIL CAR

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A recent note was received from Tom Hassett, Editor of Tower Topics (Utica and Mohawk Valley Chapter) expressing thanks for a great time when a busload of U&MV members visited the Museum early this June.

ROCHESTER CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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ROCHESTER, NY 14603

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## THE SEMAPHORE

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ROCHESTER CHAPTER*

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### THIS MONTH'S CONTRIBUTORS:

Ron Amberger, Tom Bauman, Dave Luca, John Myers, Bill Reid, John Redden, Rand Warner and Tom Way.

### SEMAPHORE DEADLINE:

Deadline for the November issue is **October 24!**  
(Acting Editor on vacation 10/27-11/13). Please send your articles to Dave Luca at 983 Winton Rd., N., Rochester, NY 14609.

### CHAPTER MEETING:

October 18, 1990 - 8:00 p.m.  
40&8 Club  
933 University Avenue  
Rochester, NY

