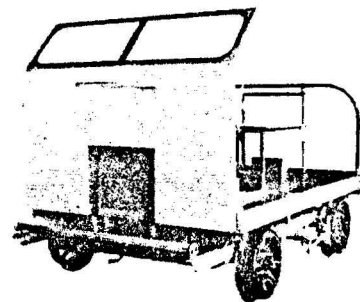


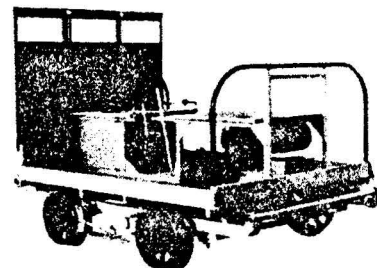
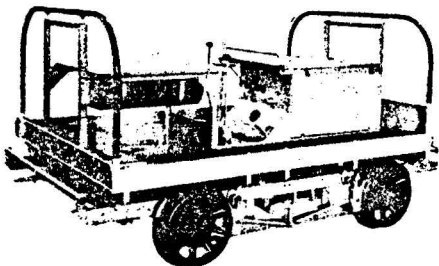
ROCHESTER CHAPTER



THE

# SEMAPHORE

*National Railway Historical Society*



VOL. XXVII

FEBRUARY 1986

No. 6

Our February meeting will be held on Thursday, the 20th, in the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

Bob Achilles and Marlin Diehl will present a slide program of January 1985 steam action of American Coal Enterprises' No. 614-T in West Virginia's New River Gorge between Hinton and Montgomery.

In March MIKE BYRNE will give a program on the Kodak Park Railroad.

We are in need of pre-1975 slides and/or movies for our April program. Please call TED MILLER at 889-1005 if you can help in either regard.

Welcome to our newest members:

Jeffery Blair	33 River Meadow Dr.	Rochester	14623	328-2450
Paul R. Conrad	3140 East River Rd.	Rochester	14623	235-6638
Fred A. German	5151 West Lake Rd.	Canandaigua	14424	
Anthony Hart	5000 E. Henrietta Rd.	Henrietta	14467	334-6642
Robert John Irvin	340 Ripplewood Dr.	Rochester	14616	621-8636
Jerome Rosenfeld	133 Dulles Dr.	Dumont NJ	07628	384-9209
Paul Joseph Saracen	756 Laurelton Rd.	Rochester	14609	288-5706
James E. M. Stuart	1260 Johnson Rd.	Churchville	14428	494-2197
Matthew John Temple	625 Colebrook Dr.	Rochester	14617	266-2560

And an address change:

Craig McMillan	1871 Tall Pine Rd.	Melbourne FL	32935
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THE SEMAPHORE is published monthly by the Rochester Chapter NRHS, a non-profit educational organization incorporated under the laws of New York State. Subscriptions are still \$4.50 a year and exchange publications are welcome. Meetings are held on the third Thursday of every month at the 40 & 8 Club. All railfans are invited, so bring your friends.

Editor: ARLENE KOSCIANSKI  
783 Hudson Avenue  
Rochester NY 14621  
(716) 266-5533

Assistant Editor: BARBARA HENDERSON

Circulation: DAN COSGROVE

PRESIDENT'S PAGE

by RAND WARNER

Well, we sure all had a great time at our Year End Party! This year we featured two new added attractions---movies in the MU Power Car (courtesy of TED MILLER) and video tapes in the PINE FALLS sleeper/lounge (courtesy of DAVE MONTE VERDE). The weather was good. Thanks to all who provided food, drink and space heaters, and special thanks to NEIL BELLENGER for a swell job on our outside lights under the Depot eaves that really set the mood. We were pleased to have Don Jilson (donor of PINE FALLS) as our guest.

We are anticipating a major step forward with the excavation of the hill north of our Depot for critical right-of-way grading to the New York Museum of Transportation, courtesy of two local industries. This will be done soon if we have a thaw or no later than spring if the weather continues cold.

Things are really looking up for the acquisition of additional rolling stock and motive power thanks to Supt. of Motive Power and Rolling Stock DAVE MONTE VERDE. Nice going, David!

Our Chapter Stores operation, headed by DICK TICKNER, is really turning over the cash flow from Chapter meetings and winter train shows. Thanks, Dick. Your operation is keeping us in the black.

DAN TOMLINSON has done a beautiful job of setting up a true double-entry bookkeeping system, that really provides insight into Chapter financial operations. Thanks for your expertise, Dan.

Two major equipment donations have arrived this past month---a one-ton Chevy Hy-Rail truck from PETE and Pat GORES, and a four-wheel-drive backhoe tractor from RAND and Marge WARNER. These will help our construction progress.

Our Publications Committee, under RON AMBERGER, is now moving forward in high gear on their next book effort. This one is on the Lehigh Valley Railroad. Based upon the quality of previous publications, we'll be eagerly looking forward to this one. Call Ron at 244-6438 if you have material.

Our Mail Order operations (retail under MIKE BYRNE and wholesale under DAVE MONTE-VERDE) are turning over considerable cash and really moving our inventory. We are getting this down to a smooth operation with their help.

DAVE SHIELDS and Jack McGraw are working hard and getting a lot of exposure and discussion on their Commuter Rail proposal under the auspices of the Empire State Passenger Association.

Congratulations to Ted Strang of the New York Museum of Transportation for landing a BOCES activity consisting of several programs. This will help visibility, community involvement, open hours and cash flow at the Museum.

You have all received your dues notices and schedules from TOM WAY. As of February 1, you are in arrears if not paid and in jeopardy of being dropped from the Chapter roster. A number of people are still unpaid. Please get your dues in now.

\* \* \* \* \*

BILL GORDON is selling his complete set of the NRHS NATIONAL RAILWAY BULLETIN dating from '41 through '85. He also has Amtrak timetables '71-'84 and some Penn Centrals. Call Bill at 288-8549.

# CHAPTER ORGANIZATION

## CHAPTER OFFICERS

President	Rand Warner	248-8889
Vice President	David Shields	359-2914
National Director	Paul Friederich	385-2617
Recording Secretary	Gordon Fewster	381-2307
Corresponding Secretary	Dan Cosgrove	352-6931
Treasurer	Dan Tomlinson	(315) 524-9507

CHAPTER TRUSTEES - (Sorry, you'll have to wait until next month. ak)

## CHAPTER COMMITTEE CHAIRPERSONS

Publications	Ronald Amberger	244-6438
Newsletter	Arlene Koscianski	266-5533
Publicity/Public Relations	David Shields	359-2914
Membership	Thomas Way	482-2122
Retail Mail Order	Michael Byrne	225-5659
Wholesale Mail Order	David MonteVerde	889-5329
Stores	Richard Tickner	244-4308
Library	Robert Weinberg	865-6650
Oatka Depot Railroad Museum	Rand Warner	248-8889
Trips	David Shields	359-2914
History	John Woodbury	232-2378
Program	Theodore Miller	889-1005
Finance	Paul Friederich	385-2617

\* \* \* \* \*

## OATKA DEPOT RAILROAD MUSEUM

by RAND WARNER

### PROGRESS FOR JANUARY

#### Depot and Grounds

Snow accumulation around Depot platform removed for safety by STEVE HUSE using our backhoe tractor.  
Curtains and window frosting for Depot restroom off South Waiting Room being made by DOTTY BOYER and Marge Warner.  
CURT BOYER is exchanging good for bad waiting-room seats between North and South Waiting Rooms.

#### Track and Right-of-Way

Tree stump dug up at north end of right-of-way by RAND WARNER using our backhoe tractor  
Earth dam at top of excavation grade on hill prepared by PAUL FRIEDERICH, using backhoe tractor, to prevent snow runoff eroding ROW.  
Arrangements for delivery of 32 bundles of ties from A & K this spring made by RAND WARNER, also additional quotes.  
Switch timbers bought from CONRAIL picked up by Bill Reid and RAND WARNER using Chapter boom truck.

#### Motive Power and Rolling Stock

DAVE MONTE VERDE, PETE GORES and CAL BULMAN drove to Elmira and back in the snow to repair brake cylinder on our Erie Stillwell coach preparatory to final movement by CONRAIL to Oatka Depot.  
Additional work on rolling stock and motive power acquisitions prepared by DAVE MONTE VERDE, PAUL FRIEDERICH, Ted Strang, RAND WARNER and Bill Reid.  
Quotations on air conditioning and power generation stand-alone diesel sets for PINE FALLS requested by RAND WARNER.  
Quotations on rebuilt or replacement battery set for EK No. 6 diesel locomotive being gathered by Bill Reid and RAND WARNER.

Construction Equipment and Materials

Heavy diesel starting batteries picked up and delivered by RAND WARNER. These could also be used for railroad car lighting.  
Chevrolet one-ton HyRail truck donated by PETE and Pat GORES delivered to Depot by Morey Equipment and accepted by STEVE HUSE.

PLANS FOR FEBRUARY/MARCH

Depot and Grounds

Continue interior electrical wiring for light switches and lights in restroom area off North Waiting Room.  
Install bannister/separator in front of Library area in North Waiting Room to isolate Library from displays.  
Get competent professional recommendations on required foundation leveling work with estimates of cost.  
Continue work of exchanging good for bad waiting-room seats between North and South waiting rooms.

Track and Right-of-Way

Maintain readiness for anticipated excavation work with pans and bulldozers if mild weather permits.  
Continue to pick up, deliver, sort and stockpile ties and switch timbers in anticipation of spring start-up.  
Continue to haul ballast from windrowed area on LVRR ROW using Chapter three-yard loader and 10-wheel dump truck.  
Try to obtain 80-lb/yd Dudley rail from owner in Pittsford or local scrap dealer, including plates and splice bars.

Rolling Stock and Motive Power

Move Erie Stillwell coach to Depot following successful air-brake piston gland installation and test.  
Advertise rolling stock for cash flow as appropriate to Chapter needs and requirements.  
Receive rolling stock donations to Chapter from MonteVerde Associates.  
Acquire new or good used set of diesel starting batteries for EK No. 6 General Electric 80-ton locomotive.

Construction Equipment and Materials

Continue looking for small to medium-size bulldozer.  
Continue looking for two- or preferably three-axle tag trailer.  
Entertain offers for sale of clamshell crane (Link Belt).  
Entertain offers for sale of Trojan loader (two-wheel drive).  
Overhaul hydraulic pump on Chapter boom truck.  
Hook up hydraulic controls for boom extension on Chapter boom truck.

THANKS TO

CAL BULMAN and Bob Sommers for many gallons of assorted color high-quality Mobil outdoor enamel.  
PETE and Pat GORES for donation of High Rail one-ton utility truck, 1978 Chevy with Fairmont gear and Reading utility body.  
Marge Warner for backhoe tractor, Ford Balmar with one-yard front bucket, 4-wheel drive, and 24" backhoe bucket with 11-ft. depth.  
JOHN HIXSON for \$50 donation to our Christmas wish list, suitcases for Chapter Store, and offer to buy master lock set.  
Walter Morey for offer of railroad ties surplus from construction/restoration projects.  
DAVE MONTE VERDE, PAUL FRIEDERICH and DAVE SHIELDS for contacts, arrangements and publicity regarding acquisition/donation of locomotive and caboose.  
Bill Reid for coordinating buyers for surplus construction equipment and locating available caboose in our area.  
STEVE HUSE for meeting visitor at Depot to discuss overhaul/use of tamper machine.  
NORM SHADDICK, Bill Reid and Mike Holland for offer to work on refurbishing Jackson four-point yard tamper donated by Eastman Kodak.

WANTED FOR ROLLING STOCK:

DL&W Baggage Car

Interior lights                      Exterior Pullman-green paint

BR&P Caboose C2631

Marker lamps                      Seat cushions                      Bunk cushions

NYC Flat Car

Under deck timbers                      Timber Mtg. hardware

DL&W MU Power Car

Interior paint                      Motorman Control handles

PINE FALLS Sleeper/Lounge (PRR)

China place settings for 12                      Diesel generator set  
Diesel air conditioner set                      Interior paint  
Safety glass or Lexan windows                      Window rubber grommet strip

B&O Baggage Car No. 633

Tool racks                      Overhead cupboards                      Incandescent lights

EK No. 6 GE 80-ton Switcher

Battery set                      Cummins crank or Engine L601

Erie Stillwell Coach

Interior paint                      Window glazing  
Seats and cushions                      Exterior paint

WANTED FOR BUILDINGS AND GROUNDS:

Depot

Exterior two-tone paint                      New foundation  
Platform lamps                      Two-wheel baggage truck

Grounds

Shrubs                      Flowers                      New billboard/sign                      Self-guide tour signs

WANTED FOR CONSTRUCTION EQUIPMENT:

Boom Truck

Winch                      Hydraulic pump overhaul                      New front tires, 9.00 x 20

Dump Truck

Paint for box                      Seals for hoist

Backhoe Tractor

Seals for outriggers                      Seals for front cylinders

Gardner-Denver Compressor

Oil cooler radiator                      Bottom hose to radiator

Welder Generator

Tune-up                      Battery

HyRail Truck

Tailpipe                      Rear utility-box lock

Euclid Loader

Linkage pins                      Bucket edge/teeth

(Continued on back cover)

## STORES COMMITTEE REPORT

by Dick Tickner

Last month on January 19 the Chapter Store traveled BY AMTRAK to the Toy Train Meet held in Union Station at Utica. The Store consisted of 6 book-laden suitcases and 4 carry-on wood cartons. There was a large Committee of Chapter members to "carry" the "luggage". Committee consisted of MIKE BYRNE, STEVE HUSE, BOB IRVIN, NORM SHADDICK, DAVE SHIELDS, DICK TICKNER, DAN TOMLINSON and RAND WARNER. It was a fun day and a profitable day that started at 6:14 AM when we boarded the Lake Shore Limited. Dining car opened at 6:30 AM and we were amongst the first to be served breakfast that day. We returned on The Niagara Rainbow and our trip ended at 9:50 PM. It had been another successful Toy Train Meet.

## CALENDAR OF EVENTS

- February 16 (Sunday) Toy Train Collectors Society, Hearthstone Manor,  
333 Dick Road, Depew, NY, 9 AM - 11 AM TTCS members, and  
11 AM - 4 PM general public.
- March 2 (Sunday) Whistle Stop Train Meet, Quality Inn, Rt. 15 South  
Williamsport, PA., 9 AM - 4 PM.
- March 9 (Sunday) Toy Train Collectors Society Meet, Minett Bldg., Monroe  
County Fairgrounds, Rochester, NY, 9 AM - 11 AM TTCS members,  
and 11 AM - 4 PM general public.
- April 6 (Sunday) Model Railroad Swap Meet, Corfu Fire Hall, Rt. 33, Corfu,  
NY, 9 AM - 3 PM.
- April 13 (Sunday) Genesee Society of Model Engineers, Alexander Fire Dept.,  
Recreation Hall, Alexander, NY, 9 AM - 2:30 PM.

## BOOKS AND OTHER MERCHANDISE AVAILABLE IN CHAPTER STORE

1986 Chapter calendar.....	reduced to.....	\$2.00
Rochester Chapter name tags.....		3.74
Rochester Chapter, NRHS, hats.....		5.00
Trains Magazine binders.....		6.95
California Zephyr.....		39.95
Crossties Over Saluda.....		6.95
Garratt Locomotives of the World.....		28.00
The Heisler Locomotive.....		20.00
The Late, Great Pennsylvania Station.....		19.95
Ed Nowak's New York Central.....		22.00
Iron Horses Across the Garden State.....		12.95
Ninety Years of Buffalo Railways.....		8.00
Pittsburgh & Lake Erie RR.....		32.95
NE RR Scenes #6 Penn Central.....		10.00
Scalded to Death by the Steam.....		22.50
Scranton Division, NY, Ontario & Western Railway.....		16.95
Syracuse & South Bay Railway.....		7.00
Trainwatchers Guide.....		10.95
Where Did the Tracks Go?.....		15.95
Zephyrs, Chiefs & Other Orphans.....		7.50

Remember there is a 20% Discount on all BOOK SALES FOR THE MEMBERS OF THE ROCHESTER CHAPTER.



# SPRING TRAIN TRIP

BY- DAVE SHIELDS

Come join our Chapter on a spring train trip to the Province of Ontario. Visit Toronto for some shopping or ride VIA trains all day. We will car pool to Niagara Falls, Ontario on Saturday, April 19, 1986 for our train departure at 1310. We will return to Niagara Falls, Ontario at 2355. Consists may include RDC's, LRC, Alco PA's or Amtrak equipment. Our itinerary is as follows:

<u>TRAIN</u>	<u>STATIONS</u>	<u>DEPART</u>	<u>ARRIVE</u>	<u>ARRIVE</u>
639-640	Niagara Falls-Burlington West-Toronto	1310	1423	1505
NOTE: Train riders disembark at Burlington West, shoppers stay till Toronto				
83	Burlington West-London	1436	1610	
668	London-Stratford-Toronto	1700	1743	1950
NOTE: Train riders and shoppers will join each other in Toronto				
645-646	Toronto-Niagara Falls	2200	2355	

For the all day train riders, the excursion fare is \$27(Canadian) per person, half fare for ages 5-11 and under 5 is free for a round trip.

For the shoppers, the excursion fare is \$17(Canadian) per person, half fare for ages 5-11 and under 5 is free for a round trip.

At a 30% exchange rate, the cost in U.S. funds is: all day train riders \$18.90 per person round trip, shoppers \$11.90 per person round trip. Check what the exchange rate is when you buy your ticket.

To get your tickets, buy them at the Amtrak Station in Rochester. Say you want VIA Reservation number XD0835LJ. Then tell the Amtrak agent whether you are going to LONDON(all day train trip-25 tickets available) or TORONTO(for the shoppers trip-15 tickets available). The LONDON ticket is \$27(Canadian) and the TORONTO ticket is \$17(Canadian). Please contact Dave Shields at 359-2914 if you would like to car pool by either driving or riding or you would like any further information. Notify Dave Shields of any problems procuring your tickets.

## BUFFALO TO CORNING STEAM TRIP BEHIND NKP 765

BY- DAVE SHIELDS

Western New York Railway Historical Society is sponsoring a steam train trip behind NKP 765 from Buffalo through Rochester(not stopping) to Lyons on the Conrail main line and then head south to Corning. The train will continue on the ex-Erie line from Corning back to Buffalo traveling over the Letchworth Gorge. The dates will be May 31, June 1,7 and 8. No pricing information is available at this time. The Rochester Chapter is negotiating with WNYRHS to be able to sell tickets for an open window coach on one of the trips. Say tuned for details.

## SYRACUSE TO CORNING STEAM TRIP BEHIND NKP 765

BY- DAVE SHIELDS

Central New York Chapter(NRHS) is sponsoring a steam train trip behind NKP 765 from Syracuse to Lyons on the Conrail main line and then head south to Corning. To return to Syracuse, the train will follow the same route. The dates will be June 21 and 22. No pricing information is available at this time.

AMTRAK NEWS

BY- DAVE SHIELDS

Again this year, President Reagan has allocated no federal dollars in the 1987 budget for Amtrak. In order to let your voice be known, please contact your U.S. Senators, Congressmen and President Reagan and let them know how you feel about Amtrak funding.

From the ESPA EXPRESS( Newsletter of the Empire State Passenger's Association), Amtrak has reached agreement with the Brotherhood of Locomotive Engineers(BLE) to take over the engine crews on Conrail, D&H, B&M, CV and SCL (between Chicago and Indianapolis). In New York State, crews will run from Albany to Montreal, Albany to Boston and Albany to Cleveland on the Lakeshore Limited. The Lake Shore Limited run takes 8 hours and 10 minutes. The arrangement is projected to begin in early March. Engineers will earn \$17.50 per hour with eight hours pay guaranteed and time and a half for overtime. Amtrak expects to conclude a similar agreement with the United Transportation Union(UTU) in time for simultaneous implementation. The UTU NEWS stated that the railroad employees will be on a leave of absence from their railroad while they work for Amtrak. In this way, they will not lose their seniority on their railroad if they should leave Amtrak.

In a speech made by Fred Hardin, President of the UTU in the UTU NEWS, Mr. Hardin states that Amtrak is subsidized by the federal government for \$38 per each passenger while airlines are subsidized by the federal government for \$43 per each passenger.

EMPIRE STATE PASSENGERS ASSOCIATION(ESPA)

BY- DAVE SHIELDS

The Empire State Passengers Association and the National Association of Railroad Passengers will offer a forum and workshop on SAVING OUR PASSENGER TRAINS at their Annual Meeting and Luncheon Banquet to be held from Noon until 5 pm on Sunday, February 23, 1986 at the Empire State Plaza Conference Center-conference room 4 in Albany, New York. The public is invited and reservations are required. The topics will be: What can be done to ensure that high speed rail passenger service will be operating in the U.S. when oil becomes scarce? What can be done to save present Amtrak service? What can be done to improve existing New York State service? The speakers will be: Jack Martin, Atlanta, GA., President, National Association of Railroad Passengers, Louis Rossi, Director, Rail Division, New York State Department of Transportation, and Frank Barry, President, Empire State Passengers Association. A film will be shown on the development of the TGV trains of France which was produced by the French National Railways. The cost for the luncheon and the workshop is \$12 per person or \$2.50 for persons arriving after the luncheon-reservations required.(workshop will begin at 1:15 pm). Please make check payable to Empire State Passengers Association and make your reservations with: Don MacLean, 10 Mill Street, Schenectady, N.Y. 12305 (Tel. 518-377-4390). Please call him with your reservation since the reservation deadline is February 15 and by the time you receive this Semaphore, the meeting will be the following Sunday. Also, call Dave Shields at 359-2914 and let him know you are attending.

TRIP COMMITTEE

BY- DAVE SHIELDS

The Trip Committee needs more active members. Did you ever think about the possibility of chairing the trip committee? New blood is desperately needed for fresh ideas. Call Dave Shields at 359-2914 if you can help. If you have any ideas for future trips, please call Dave.



We just received the following "Consumer Alert" from the Association of American Railroads:

**CYCLE FOR RIDING RAILS ENDANGERS CONSUMERS** - If someone suggests that you do a story about an imaginative contraption for cycling on railroad tracks.....**BEWARE.**

Individuals marketing such devices seldom, if ever, mention the life-threatening dangers associated with their use or that unauthorized use of them on railroad tracks---active or abandoned---is illegal.

The facts are these: Railroad tracks---even abandoned---are private property and trespassing is illegal. Rights-of-way no longer needed for rail traffic sometimes are sold to state or local authorities for recreational purposes such as hiking, biking, or equestrian trails. In those cases the rails would be removed. If the rails are still in place, it is likely that the property is still owned by the railroad and may, in fact, still be in use. Moreover, track where a train has not recently run is not necessarily an abandoned track. In some agricultural areas, for example, tracks are used only seasonally---but are subject to use at any time.

But even if one were fortunate enough not to meet a train while pedalling along the track, there are other safety considerations.

Some of the so-called "rail" bikes are very unstable, and spills are common. Falling off a conventional bicycle traveling on a roadway or bike path is bad enough; falling off a cycle onto a roadbed of wooden crossties, gravel ballast, and steel rails---usually in an isolated location---is courting very serious injury.

Rights-of-way which are no longer used for rail traffic are, obviously, not maintained. Therefore, a cyclist may well encounter broken rails, washouts, rock slides, or other debris, and even deteriorating or collapsed bridges and tunnels.

Cyclists might also encounter motor vehicles at highway crossings. Certainly even the most cautious motorist, alert to the possible approach of trains, would not expect to find a cyclist in the crossing.

It should also be remembered that abandoned spur lines are often connected to heavily-traveled mainline track. Therefore, a cyclist might easily move from one to the other without realizing it.

And, of course, there is the very real possibility that buyers of cycles, finding that there is no unused trackage in their area, will simply take their vehicle out onto the nearest rail line---erroneously assuming that they will have ample time to get off the track if a train approaches. The obvious appeal for children to engage in such activity is especially frightening, and one type of "rail" bike actually is being promoted for use by handicapped persons.

The potential for accidental death or crippling injury on the rails is real. According to the Federal Railroad Administration, some 588 trespassers were killed on railroad rights-of-way in 1984, and 773 others were injured. Those injuries included 161 amputations. Victims included 114 children who were playing on railroad tracks. If bike riders are lured to the rails, those numbers undoubtedly would grow. Trains tend to move much more swiftly and more quietly than people expect them to, and, as these sad statistics demonstrate, getting out of the way is easier said than done.

So, if you are approached to do a story about "rail" bikes, we hope you will consider these facts first---and reject promoting an activity which can be both dangerous and illegal.

\* \* \* \* \*

**ITALY JOINING HIGH SPEED RAIL COMMUNITIES** is now building two new lines to link Milan and Florence with Rome. Both routes will feature lengthy new bridges and tunnels with nearly 55 out of 160 miles of the Florentine line being underground. Equipment on the electrified trackage will exploit the Fiat-developed Pendolino tilt-body technology first introduced about a decade ago and well liked for allowing high speeds on curves. Projected completion date for the two routes is 1989. (RRE JOURNAL)

Trojan Loader

Throttle cable

Governor repair

Rome Road Grader

Generator wiring

Cab windows

Link Belt Clamshell Crane

Steering linkage

Clamshell bucket

WANTED FOR TRACK AND RIGHT-OF-WAY:

Rail & Switches

80-lb. Dudley

90-lb. Subway

Hardware for Above

Spikes   Bolts/Nuts/Washers   Plates   Angle bars   Switch hardware

Ties and Timbers

Relay grade

Post grade

Drainage Culvert 18"/24"

Corrugated steel   Corrugated plastic   Concrete   Cast iron   Steel pipe

ROCHESTER CHAPTER

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P. O. Box 664

Rochester NY 14602