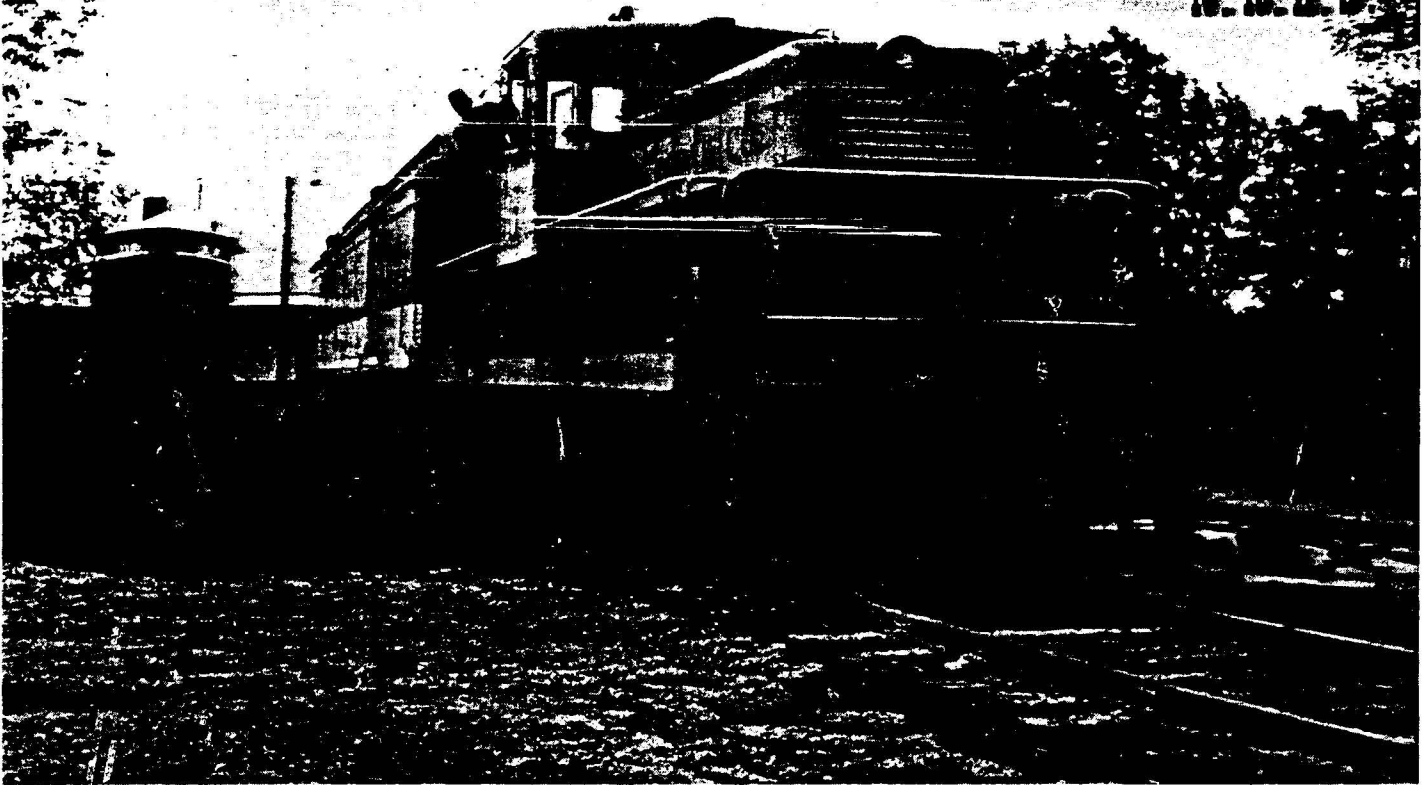


THE SEMAPHORE
Rochester Chapter,
N.E.H.S.



VOL. XXVII

MARCH 1986

No. 7

Our March 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. Bring a friend!

MIKE BYRNE will present the operations of our own local Kodak Park Railroad, a road we usually see in intriguing glimpses but not much more.

We are still in need of pre-1975 slides and movies of the Delaware & Hudson for our April program. Please call TED MILLER at 889-1005 if you can help.

IN MEMORY OF CLAUDE A. WINSLOW

CLAUDE WINSLOW had been active in the Rochester Chapter for over 40 years when he died this past month. Along the pathway of those many years, Claude had a large part in shaping the history of our Chapter - as President, Director, Trustee, Treasurer and holder of many committee posts. Claude was dedicated to the overall good of the Chapter and provided leadership, direction and guidance both formally as an officer and informally as a member. He and his family have been an active and visible part of our Chapter life for many years, spanning many friendships, projects and activities. Claude pitched in for his church, his community and for other organizations just as he pitched in for us. He will be missed by many; we are the poorer for his passing. We wish his family well for the future as we commit Claude to God's care forever.

PRESIDENT'S PAGE

by RAND WARNER

Thanks to MonteVerde Associates for donation to the Chapter of DL&W MU and E-L baggage car
Thanks to BILL GORDON for donation to the Chapter of rights and manuscip and photos for
the Erie book.

RON AMBERGER's Publications Committee has started our next calendar project for 1987.

Thanks to BILL GORDON for his offer to the Chapter of a set of the National Railway BULLETIN
starting at 1941 for our Library.

The SEMAPHORE of last month and next month will carry information on Chapter organization
and committees and our Member Roster. Please keep these handy for ready reference.
Chapter elections will be in May. Nominations are needed now for Trustees and Officers and
Committees. New Trustees and Officers take positions in June. Get your suggestions
to MIKE BYRNE (225-5659) and NORM SHADDICK (865-2773) for the Nominating Committee.
Some members are still in arrears on their dues. Get them in now or you will not be on the
roster published next month.

Thanks to STAN SWACKHAMMER, BARB HENDERSON and Xerox for getting us thru the last SEMAPHORE.
Our retail and wholesale sales activities through the Chapter Store and Mail Order areas are
now into the five-figure annual sales level. Congratulations to DICK TICKNER, MIKE
BYRNE and DAVE MONTE VERDE.

We are crossing the threshold of financial self-sufficiency in 1986 as we see PUBLICATIONS,
PROGRAM, LIBRARY and PRESERVATION generating cash flow to cover their own activities.
Chapter cash flow is also generated by STORES, MAIL ORDER, MEMBERSHIP, NEWSLETTER,
PICNIC, TRIPS and BANQUET activities. All committees should follow these examples.

We are saddened this month by the loss of a dear friend and very active Chapter member,
CLAUDE WINSLOW, who dies on Thursday, February 20.

YANK WEISNER is in the Highland Hospital and would appreciate a card or a visit while re-
cuperating. We look forward to seeing Yank back at the Depot soon.

We have a Special Feature Program this month on the Kodak Park Railroad industrial short
line. Thanks for the efforts of MIKE BYRNE and the cooperation of the Eastman
Kodak Company here in Rochester.

Thanks to DAVE SHIELDS, our Vice President, for filling in for my absence at Chapter and
Trustee meetings when I have been out of town.

This Rochester Chapter did a lot of really great things in 1985, and it looks like 1986 is
shaping up to be even better. With your help, support and participation we can
make an excellent Chapter into a really outstanding Chapter to the benefit of your-
selves individually, our Chapter collectively, the parent organization and the rail-
road hobby in general.

* * * * *

OATKA DEPOT RAILROAD MUSEUM REPORT

by RAND WARNER

PROGRESS FOR FEBRUARY

Depot and Grounds

Replacement of waiting room seats in South Waiting Room completed by CURT BOYER,
NORM SHADDICK, JOHN REDDEN and RAND WARNER. All seats removed from North room.
New wall put up to separate Library from rest of display in North Waiting Room by
JOHN HIXSON, NORM SHADDICK, CURT BOYER, RAND WARNER and BOB McKINNEY.
Hinges to baggage room door changed by CURT BOYER so door can swing opposite way.

Track and Right-of-Way

Trackwork started for line up hill and next switch by BILL REID, JEFF BAXTER,
JOHN REDDEN and STEWART ANDERSON.
Bill Reid has located and made arrangements for donation of rail hardware for
800 ft. of track in 80 lb. (plates, spikes, bolts and bars).

Motive Power and Rolling Stock

Erie Stillwell car brake parts being repaired through multiple arrangements by
DAVE MONTE VERDE and JEFF BAXTER.
PINE FALLS interior rooms being cleaned and equipment refurbished and adjusted by
STEVE HUSE, NORM SHADDICK and RAND WARNER.

(To be continued in April issue)

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. The VIA Rail Depot is located at 4267 Bridge Street next to Suspension Bridge and the Niagara River. 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 SUBWAY CHARTERED SUNDAY TRIP

BY- DAVE SHIELDS

The Buffalo Chapter is sponsoring a fan trip and inspection of the Buffalo Subway on Sunday, March 23, 1986. Special features include: Special 3 car train, Complete round trip over all operable trackage with photo stops, Sunday operation(no regular service operated on Sundays), Escorted tour through Metro Rail's modern Operation Control Center, Additional high speed round trip non stop, Inspection of Metro Rail car house and shops on site of former DL&W passenger station utilizing the original train shed, trackage operation between Auditorium and Shops and Photo opportunities at underground and selected surface stations.

The schedule is as follows:

1:00 pm Leave Main and Scott Streets(Auditorium area-Downtown Buffalo)
5:00 pm Arrive Main and Scott Streets

For further information only, call 716-836-0872 or 716-684-1604 after 6 pm

For reservations, please forward full remittance and make payable to NRHS Buffalo Chapter, Inc. Fares are adults \$5.00 and children under 16 \$4.00. Reservations must be in hands of Buffalo Chapter no later than MONDAY MARCH 17, 1986. NO TICKETS WILL BE MAILED! SINCE BY THE TIME YOU RECEIVE THIS, IT WILL BE JUST PAST THE TICKET DEADLINE. I SUGGEST THAT YOU CALL THE BUFFALO CHAPTER AT THE AFOREMENTIONED TELEPHONE NUMBERS TO SEE IF THERE ARE ANY MORE TICKETS AVAILABLE. Please pick your tickets up prior to boarding the train. Mail your reservations to:

NRHS Buffalo Chapter
111 Coronation Drive
Buffalo, New York 14226

Last month we received a letter from BILL HALE, now down in Florida:

"I was called by the U.S. Sugar Co. at Clewiston FL on Nov. 17th, I believe it was, regarding the operation of their (Extenciol) R.R. facilities. I had called them about Nov. 1 to remind them of my availability as locomotive operator.

When they called me just before Thanksgiving, I was told that that morning the last of their former crews had called in to report as ready to work the next Monday. The railroad supervisor called me at 1:00 PM and said I would not be needed this year unless someone was unable to work or they needed to put one more engine into service.

I did work for two days around Dec. 15th and two days this past week. They needed an extra engine for road work, taking out trains of 50 empty cane cars to various locations and bringing in loaded cars to the mill yard where the small yard engines pick up cars to be spotted in the dumper, one car at a time and 90 seconds to dump. The cars must be uncoupled from others to be dumped so it keeps a yard engine busy at the cumper coupling the train, move one car length, uncoupling the car from both parts of the train, keeping doing it again and again every 90 seconds until all the cars are dumped, and then taking the empties to the yard while another yard engine starts another string through the dumper.

This is a non-stop operation 24 hours a day, seven days a week, for approximately 150 days from start to end of the season. All the locomotives are the cleanest and quietest I have seen. They are rebuilt GP7's for roadwork and SW-1's for yard work (six GP7's and three SW-1's with a GP-9 as a reserve.

I expect to be in Maine during the Convention period this year and also my regular period about Aug. 17 to Sept. 10. If I'm in Rochester at the meeting times, I'll try to attend. I hope to see all of you this summer."

On March 22 and 23, 1986, the Strong Museum's "All Aboard! The Great Train Weekend" will try to recapture the spirit and love of American railroading through games, movies and demonstrations for train enthusiasts of all ages. Activities are also planned that explore the Strong Museum's large collection of toy trains and equipment---from a 17-inch-high wooden locomotive that a child can sit on, to a 2-inch-high wind-up tin train on a circular track. The schedule of events is the same on both Saturday and Sunday, and all events are free with Museum admission. Museum hours are 10 to 5 on Saturday and 1 to 5 on Sunday.

Games and Activities in exhibit areas: Visitors may travel the route of the first transcontinental trains from Boston to San Francisco and win the Museum's "golden spike." The Second-Floor Trolley - Make discoveries at each stop on this excursion through the Museum's toy train collections. A working model railroad is in the main lobby.

Films in the auditorium: 1:15 "Toccata for Toy Trains" (1958) - Miniature trains and toys, moving through a fantasized landscape, demonstrate the popularity of this sort of play in the late 1800s and early 1900s. 1:45 "They Steamed to Glory" (1961) - This documentary relates the development of the steam locomotive and its role in westward expansion between 1831 and 1960. 2:30 "The Great Train Robbery" (1903) - One of the first American motion pictures to tell a story, this ten-minute silent film was directed by Edwin S. Port for Thomas Edison's film company. 2:45 - "The General" (1927) - One of the last and best silent movies, "The General" features comic Buster Keaton as Johnnie Gray, whose two loves ---his steam engine and his girl---are stolen by Northern soldiers during the Civil War. Model railroad enthusiasts will show how to make scenery, arrange and repair equipment in education wing.

STORES COMMITTEE REPORT

by Dick Tickner

Last month on February 16 the Chapter Store traveled to the Toy Train Meet held at the Hearthstone Manor in Depew, NY. Committee consisted of WAYNE WHEATLEY, Bill Wheatley and DICK TICKNER. It was another successful Meet.

CALENDAR OF EVENTS

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.....	\$2.00
Rochester Chapter name tags.....		3.74
Rochester Chapter hats.....		5.00
Trains Magazine binders.....		6.95
Crystal River Pictorial.....	new for Chapter Store.....	32.00
Colorado's Mountain Railroads..	new for Chapter Store.....	49.00
Garrett 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 (Bill Gordon),.....		8.00

Only limited quantity in stock

BOOKS SOON TO BE AVAILABLE

The Historical Guide to North American Railroads.....	20.95
Lehigh Valley Passenger Cars.....	9.95
One Day, One Conductor.....(On the DL & W MU cars).....	5.00

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

LYNN HEINTZ sent a note that from now until March 28 a large exhibit of railroadiana will be on display at the Holland Land Office Museum on Main Street in Batavia. The museum has many exhibits of its own of Indian artifacts, local history and early history dating back to the Holland purchase when Genesee County was almost all of New York State west of the Genesee River. Museum hours are 10 AM to 4 PM Monday through Saturday. The museum is on Main Street near the junction of Routes 98 and 5. If you haven't been there in several years, you'll be surprised at its growth.

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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.

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"Canal Boats, Interurbans, and Trolleys" is proving to be a highly successful publication with sales approaching one thousand books. The book is now available in many area bookstores as well as being carried by national book distributors. If you are planning to buy a copy please make your purchase from the chapter store or chapter mail-order department- in this way the profits from the sales come to the chapter and not to others. Also, you get your member discount when buying at the chapter store.

CALL FOR PHOTOS FOR THE 1987 CHAPTER CALENDAR

Believe it or not, it is now time to plan for the 1987 Chapter calendar. Please submit your 8 x 10 glossy photos to the Publications Committee. These may be mailed to the chapter post office box, or you may phone Ron Amberger (244-6438) to have photos picked up. If you need prints made, we can prepare prints from almost any size of negative. Once again, the subject matter will be railway subjects in Western New York; west of a line from Syracuse to Binghamton and border to border. We publish a mixture of contemporary and historical photos; main lines, branches, short lines, traction, diesel, and steam.

CALL FOR PHOTOS LEHIGH VALLEY BOOK

The publications committee has started work on its next book which will cover the Lehigh Valley in upstate New York. This region has been neglected in previous books on the L.V. and we want the story to be told. We want all of you who are sitting on collections of L.V. material to come forward and make submissions to this publication. All contributions will be recognized and all material will be returned after publication. We are in need of photographs, especially those taken prior to 1965. Many chapter members collect post cards of railroad subjects. Perhaps you have a few that you feel are particularly noteworthy and should be reproduced for all to see. Sometimes these postcards are the only photographic record available for particular scenes, especially stations and other important installations. We are also in need of stories, operating information, newspaper clippings, copies of magazine articles related to our work. If you have or know of tracts published by historical groups on this subject, please let us know of the existence of these materials. Any contribution helps us put the work together, and speeds the project to completion. Once again, photos should be 8 x 10 glossy prints. If you have negatives and can't print them yourself, contact the committee, we have people who can make prints for you at no cost to you. Smaller prints can be copied by the committee if no negative is available.

NEW BOOK AVAILABLE - The Revised and Enlarged Edition of RAILROADS OF NORTH AMERICA with approximately 10,000 railroads listed with initial index and photos. The first 500 books will be numbered and signed and are being offered at a special pre-publication price of \$27.95 post paid. This book will be bound. After April 1, 1986, the price will be \$34.95 post paid. Make check payable to: JOSEPH GROSS, 28 Parkhurst Drive, Spencerport NY 14559.

from DAVID MONTE VERDE

NEWS FROM GENESEE COUNTY

The boarding times for the Rochester Job "Saltman" has been holding at 9:00 p.m. Monday - Friday, with the Silver Springs Hilltopper boarded 3 - 4 days a week in the mid-morning and a Dansville or Caledonia extra boarded early morning as needed.

The G&W's interchange at Silver Springs has on occasion caused minor traffic jams at the Springs. On February 4th G&W 51-LA&L 425-G&W 62 & 50 were dropping 45 loads and picking up 82 empties as the B&O SR-94 waited to come in to switch the Morton Salt plant at the Springs, D&H's EBBU waited on the single track CR-EL main with 75 more empties, a D&H-P&LE coal train was in the siding ahead, and Conrail's TV-302 was leaving Buffalo. Needless to say both the CR Hornell & B&O dispatchers were hustling the G&W along so that the trains could get moving.

The G&W has recently been working on the D&M 44 tonners # 1 & 2, and the PH&D S2 & 4. All but one of the PH&D's have been reportedly sold. Road power which was kept outside the engine house, then up the old East Branch has now been moved down into the yard by the Salt Mine & Yard Office because of complaints by local citizens.

The G&W is rumored to have 10-12 GP40's lined up for the B&O takeover. These units are reportedly going to be de-turbocharged to GP38m's. Following a slack off of the salt business the C424m's are going to be headed to M-K in Hornell for heavy maintenance and probably G&W paint - finally.

As the G&W prepares to take over the B&O's 4th sub into Rochester, this line, the 3rd sub into Buffalo, the 2nd sub through Salamanca, and the 1st sub through Punxsutawney, the entire old BR&P, has seen severe service cuts. Salamanca Yard is closed completely except for an 8 - 4 agent, and now the Punxsutawney Yard is being phased out. Part of an overhaul CSX Corporate plan to economize and restructure, this entire division has experienced a drastic reduction in the number of trains with the resulting loss of jobs and customer service.

On January 31, 1986, RS97 left Rochester with a 3 unit GP30 - 40 consist of 136 cars pegged right at the 7642 tonnage limit of the units on Warsaw Hill. A hundred cars were left in Rochester with no extra order to move them. The 4th sub's operations have seen a Monday - Wednesday - Friday southbound RS-97 and a Tuesday - Thursday - Saturday northbound SR-94.

The Buffalo side is a little more active with the NYS&W-D&H-B&O stackers , NY-9/10 and container trains SLN - 3/4, running along with the northbound ESSP "The Empire State Special" and the southbound KSSP "The Keystone State Special.

Back over on the Rochester side the B&O recently lost the P&LE coal trains bound for Eastman Kodak to Conrail, as CR underbid them on the contract delivery price and demurage rate charges. On the plus side the B&O recently picked up a portion of the coal bound for Rochester Gas & Electric's two coal fired electric generating plants.

As a part of CSX's asset writedown approximately 600 older locomotives are being targetted as excess baggage. The units now being stored are the GP7's & 9's with a resulting reappearance of a large number of the "newer" GP30's. Much to the rail fans delight numerous unrebuilt, unpainted - still B&O blue - GP30's are showing up all over the B&O System. The past month has seen numerous days with 3 unmodified GP30's working Rochester, some that were in storage up to 1,020 days, ~~2 1/2~~ to 3 years.

Correction - it was previously mentioned here that the X-LV RR shops in Sayre were operated by North American Car Company this was true from April 1983 - October 1984, but the present operations are under the auspices of Quillity Service Railcar Corp. a subsidiary of GE Rail Car.

2-27-86

NEWS FROM THE SOUTHERN TIER DISTRICT & WESTERN NY

by David J. Monte Verde

As the summer schedule for NKP 765 shapes up, it looks like just about everyone in the Northeast will get a glimpse of this fine engine. In addition to the Western, NY X-EL and Water Level Route trips reported last month, the 'big Berk' will be visiting Syracuse, Boston, Albany with trips down both sides of the Hudson. A ferry move is also scheduled from New Jersey to Buffalo via Port Jervis, Binghamton and Hornell for its trips out of Buffalo May 31 - June 8th. This summer's trips will find an interesting twist added with 765 hauling hoppers of its own coal on ferry moves, and some of its revenue runs. Watch for forthcoming schedules.

BC Junction in Buffalo recently found an unusual train leaving the Junction as Buffalo Southern RS3 X-Adirondack Railway #28 brought 6 X-PRR N5 cabooses, 1 X-NYC bay window caboose and a Pennsy long distance tender back to Hamburg. The cabooses were bound for a local investor's and the tender, formerly used as a fuel bunker at Hagerstown, MD (PRR-PC era) has been purchased by the Western, NY Historical Society to be reunited with their 11 Decapod 4483.

With the January 19th diversion of the TV-400's to the Water Level Route, the Southern Tier District CR trains have been reduced to the TV 300's the OIBU/BUOI's and OIEL/ELOI's. The latter two are heavy consist locals fielding 3-5 six axel road units and 100+ car trains. They have been dubbed "Minesweepers" by local operating personnel, a term derived from the locals that picked up the daily outputs from the small mining operations in and around the Antricity region. These through locals find themselves switching the Southern Tier's cities and small town Agways making token strides to look like mainline rail-roading.

NEWS FROM D&H COUNTRY

The Guilford Transportation Co. on the other hand has been increasing their traffic density through the District with a vast mixture of coal, grain, merchandise and TV-Stack trains. Symbol trains BUEB/EBBU's, UB's Bow Coal Trains, WMT Mount Tom Coal Trains, the TV 94,95,98,98 stack-container trains, BULA Buffalo to Lawrence, Mass and the recently resymbolled (from EDNW) PONW (Portland to Buffalo - N&W), add a bit of respectability to this former EL trackage from Binghamton to Buffalo.

The D&H calls this section of rail the East-West Line or the Buffalo Division. While in actuality, the formal organization of GTI is composed of 3 operating divisions: the D&H - Western Division, the B&M - Central Division, and the Main Central - the Eastern Division.

The big G appeared on the sides of more second hand units in February as they took delivery of 6 Detroit Edison SD40's and one U30C. The SD40's have been lettered MEC 600-605 and are out on the road; the U30C was lettered and numbered . March has promised to bring another batch of SD40's - 7 from Kennecott Copper on a 90 day lease with option to buy. What will GTI pull out of the storage lines for April? CR SD45's from nearby Sayre?

Guilford - D&H had an unusual move from Steamtown's locomotive collection. EBBU was boarded at Binghamton for 6:00 PM on February 11, with MEC U Boat 283 idler car and CN steamers 2-6-0 96 and 4-6-0 1551 all headed to Buffalo. Unfortunately, the entire move was done in the dark. Upon arriving at Buffalo, they went their separate ways. The 1551 took the B&O south out of town, headed to the Youngstown & Austintown excursion RR in trade for an 0-8-0 to go to Steamtown. The Mogel headed north to Gault, Ontario, Canada, reportedly in trade for the DL&W Mogel 565 presently in Scranton.

February found Suzie-Q power running through to Buffalo and beyond down the B&O to Punxsutawney with a D&H-B&O TV train. February 12th evening found BUEB dropping G&W empties at Silver Springs with NYS&W SD 45 6362 (BN 6480), BN 6489 (to be NYS&W 6366) B&M 333 and D&H 7403. The 2 Guilford units were left at Silver Springs to power an eastbound train of loaded salt cars - SSEB? The Suzie-Q power was off to Buffalo to bring a TV train east

ROCHESTER CHAPTER
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FIRST CLASS MAIL