

THE SEMAPHORE

National Railway Historical Society ROCHESTER CHAPTER

VOL. XXVII

APRIL 1986

No. 8

Our April meeting will be held on Thursday, the 17th, in the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

This will be Delaware & Hudson Night. Our program will be a selection of slides and movies from members' collections of the pre-1975 D&H. Bring a friend.

In May we'll have one of the series "Great Railway Journeys of the World."

Welcome to our newest members:

Carl Hagstrom	218 Peck Rd.	Hilton	14468	392-7641
Charles A. Harshbarger	127 Fairlea Dr.	Rochester	14622	266-8339
James C. Lethbridge	5816 Walnut Dr.	Canandaigua	14424	398-2259
Donald Innis McKay	11922 Bellaire St.	Thorton CO	80233	452-1633
Paul John Saracen	43 Suellen Dr.	Rochester	14609	482-3075

And a correction of one of last month's new members:

James E. M. <u>Stewart</u>	1260 Johnson Rd.	Churchville	14428	494-2197
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PRESIDENT'S PAGE

by RAND WARNER

Our Erie caboose arrived Tuesday, March 11, after a trip from Reading PA. Thanks for the cooperation of CONRAIL and the efforts of DAVE MONTE VERDE and PAUL FRIEDERICH. Thanks to the generosity of local industry, we expect the major excavation work for our right-of-way up the hill at the Depot to take place in April. This will put us a couple of years ahead on work for our rail line from our NRHS depot to the New York Museum of Transportation barn, crossing lands of the New York State School at Industry.

We are saddened this month by the loss of ANTHONY WIESNER, known to all of us as "YANK." Yank was with our Rochester Chapter since the late 1970's and did yeoman service protecting our property at the Depot, which was not far from his home. Yank actually hauled people in a horse-drawn cab from the Depot to Scottsville back in the old days of passenger service. Yank died of illness complications on April 2. Thanks to our Publicity Committee, with the efforts of DAVE SHIELDS, TED MILLER, JOHN HIXSON and DAVE LUCA, we now have a new brochure for prospective and newly-joined members.

You still have time to get nomination suggestions in to our NOMINATING COMMITTEE, comprised of MIKE BYRNE, NORM SHADDICK, DICK TICKNER and CAL BULMAN.

Our Chapter's 50th Anniversary will be coming up next year. What are your suggestions for appropriate events and forms of recognition, publicity and celebration?

We are starting a Memorials program for the Chapter. Our first effort will be in honor of CLAUDE WINSLOW. What are your suggestions for other worthy people, events or causes that might be appropriate for such recognition?

Our new roster will be published at any time now. If you haven't paid your dues, your name won't be there and you will no longer receive THE BULLETIN and THE SEMAPHORE.

A new wall has been completed at the Depot to separate and protect our Library from other activities, and the North Waiting Room has been cleared out. We look forward to real use of these facilities for our 1986 season.

The Depot Museum will be open to the public on Sunday afternoons starting in May through October. We need your help now to get ready and then to operate. Call DICK TICKNER at 244-4308 if you can participate.

Our Trip Committee under DAVE SHIELDS is offering a substantial quantity and variety of steam, diesel and RDC trips starting soon. See Dave's column for details.

Thanks again to the generosity of the Genesee & Wyoming Railroad, we have been given a Fairmont Speeder of Dansville & Mt. Morris RR ancestry. JEFF BAXTER and PETE GORES coordinated arrangements and delivery.

Our ad hoc Insurance Committee has met to review Chapter insurance needs, both current and future, and is making contacts for professional advice and quotations. Pass any information or suggestions you may have to PAUL FRIEDERICH, DAVE MONTE VERDE or me.

DAN TOMLINSON's double-entry bookkeeping system is providing considerable insight and detailed understanding of our ever-expanding and evermore complex Chapter business operations. Nice going, Dan.

All committees need to get their 1986 budgets submitted to the Finance Committee chaired by A. PAUL FRIEDERICH. In the interim, we are extending the 1985 budget for 1986.

Genesee & Wyoming Railroad's Annual Open House at Retsof is Saturday, May 17. Don't miss this excellent event.

We're trying to compile a list of all personal computer owners and/or users in the Chapter. Please let our Corresponding Secretary, DAN COSGROVE, know what model you have access to at work or at home. Call Dan at 352-6931.

Our Stores Committee under DICK TICKNER has had a very busy season to date. They need your help for upcoming meets on April 4 and 13 and on May 4 in Buffalo. Call DICK TICKNER at 244-4308 if you can help.

The response on work parties for our Chapter's Oatka Depot Railroad Museum has been very gratifying. We're getting lots of activity both during the week and on weekends.

Our fanatics are at it again. STEVE HUSE is hauling ballast, Bill Reid is building track, and CURT BOYER, NORM SHADDICK, JOHN REDDEN and DAVE MONTE VERDE are rebuilding our new Erie caboose almost before it stopped rolling into its resting place on our Siding No. 2.

MonteVerde Associates has been working on the MU Power Car from NJT and enjoying the warm unseasonal weather.

TOM WAY reports 121 membership renewals and 14 new members so far for a current Chapter total of 135!

RON AMBERGER's Publications Committee is almost to the deadline for the 1987 Chapter Calendar. Also, contact them with Lehigh Valley RR material and suggestions for other worthy publication efforts. Sales are brisk on all our current publication offerings.

We are soliciting donations of cash and up-front loans to underwrite acquisition of video presentation equipment for use in our Chapter programs. Please contact TED MILLER at 889-1005 if you can help.

Plan on some summer meetings again at the Depot this year.

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OATKA DEPOT RAILROAD MUSEUM REPORT

by RAND WARNER

PROGRESS - (This is the continuation of the March report.)

Motive Power and Rolling Stock

Three sources of batteries for EK No. 6 locomotive investigated by Bill Reid and me. Former Erie caboose No. 254 in transit now from Reading PA through arrangements by DAVE MONTE VERDE.

Acquisition/procurement of diesel locomotives being pursued by DAVE MONTE VERDE.

Construction Equipment

Dump truck and Euclid loader used to remove trash from N.Y. Museum of Transportation. Half a dozen each of bulldozers and fork lifts investigated by RAND WARNER.

GEORGE BAUERSCHMIDT is finishing oil cooler repair for Gardner-Denver compressor.

PLANS FOR MARCH/APRIL

Depot and Grounds

Refinish, sand and stain seats in South Waiting Room.
Stain new wall for Library in North Waiting Room.
Add lock to Library door.
Add lights to North Rest Room area.
Start program to relevel Depot foundation.
Pick up railroad block signal behind Alling & Cory.
Relocate Chapter Store to Erie-Lackawanna Baggage Car for 1986 season.

Track and Right-of-Way

Ship in two tractor-trailer loads of ties - 32 bundles.
Pick up and deliver rail hardware from 800 ft. of 80-lb. rail.
Continue track construction for next siding.
Arrange for donation and shipment of 80-lb. rail.
Maintain readiness for excavation and grading on hill, with pans and dozers, if weather permits.

Motive Power and Rolling Stock

Move in Erie steel caboose from Reading.
Move in Stillwell Coach from Elmira NY.
Continue arrangements for acquisition of road switcher and finalize transportation and financing.
Put up tool boards in B&O baggage car.
Acquire replacement sheathing for BR&P caboose, replace bad wood on east side and repaint east side.
Continue refurbishment of PINE FALLS interior areas.

Construction Equipment

Boom Truck - rebuild hydraulic pump and hook up hoses and valves for boom extensions.
Hy-Rail Truck - repair lock at rear of cargo compartment.
Compressor - install oil cooler radiator and hoses.
Euclid Loader - fix oil leak at filter assembly.
Trojan Loader - fix leak at steering cylinder.
Dump Truck - paint box.
Clamshell Crane - pick up clam bucket from General Crushed Stone and install missing steering linkage.
Continue arrangements to sell surplus equipment and tools.

THANKS TO:

DAVID MONTE VERDE for offer of blown-in insulation for Depot walls and ceiling.
GEORGE BAUERSCHMIDT for repair of radiator for Gardner-Denver air compressor.
NORM SHADDICK for New York Central and Penn Central RR reference books and drawings.
Fred Smallenburg for donation of operating wig-wag signal with flasher light, bell and moving arm.
STEVE HUSE for diesel fuel for Euclid loader and gasoline for backhoe tractor and dump truck.
CURT BOYER for donation of new sliding wooden door for Erie-Lackawanna baggage car.
NEIL BELLENGER for donation of electrical fittings for Depot interior and exterior electric lights.
STEVE HUSE for gages and fittings for International dump truck and Euclid loader.
BOB COWAN for offer to make new pins for Euclid loader.
MIKE BYRNE for arranging donation of recently-operating local railroad block signal in Rochester.
JIM STEWART for offer to investigate and recommend repairs to Depot foundation.
CHUCK RIEDMILLER for offer of sand blaster.
JOHN HIXSON for donation of firewood and steel storage cabinets for negatives and plastic sleeves for 35mm slides.
John Gilbert for offer to donate railroad collection to Chapter.
Jim Lyon & Co. for offer to donate 60-lb. bench vise.
STEVE HUSE and RAND WARNER for 1" ratchet wrenches.

Cont.

THANKS TO: Cont.

JEFF BAXTER for coordination on maintenance-of-way equipment and consulting on switch layouts, materials and construction.

JOHN HIXSON for sharpening our "awful" saw blades and for offer of geraniums for decoration on grounds and in flower boxes to sell.

DAVE MONTE VERDE for donation offer for blown-in insulation material for Depot walls and concrete for Depot foundation and platforms.

STEVE HUSE for arranging sale of surplus items through SWAP SHEET.

WANTS LIST

80-lb. track, hardware, spikes, bolts, switches, ties and timbers

Seats and markers for BR&P caboose C2631

Place settings (12) for PINE FALLS

Under-deck timbers for New York Central flatcar

New batteries and crank for EK No. 6 diesel locomotive

Fuel for construction equipment; also lubricating oil and hydraulic fluid

Steam locomotive repair tools and fixtures

Lexan or safety glass insert windows for PINE FALLS

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Books by William R. Gordon since 1952

Royal Blue Line-Rochester & Sodus Bay(1952)

The Orange Limiteds-Rochester & Eastern Rapid Ry. to Geneva (1953)

Manitou Beach Trolley Days (1957)

Steam & Trolley Days on the Fonda, Johnstown & Gloversville R.R.(1958)

Rochester, Syracuse & Eastern-On Time Route (1961)

Buffalo, Lockport & Rochester-Rochester, Lockport & Buffalo (1963)

Erie R.R.-Rochester Div, Electrics to Mt.Morris, Dansville & Mt.Morris(1965)

Keuka Lake Memorials-Bath & Hammondsport R.R. (1967)

Trolleys Down the Mohawk Valley-F.J.& G R.R. (1968)

Elmira and Chemung Valley Trolleys in the Southern Tier (1970)

90 Years of Buffalo Railways, Int'l Ry, Lockport, Niagara Falls (1970)

Dayton, Covington & Piqua Traction Co. (1972)

Third Rails, Pantographs & Trolley Poles (1973)

Rochester Horse Cars & Trolleys (1974)

94 Years of Rochester, Volume 1, 1837-1918 (1975)

94 Years of Rochester, Volume 2, Subway, etc. (1975)

Buffalo & Lake Erie Traction Company (1977)

Syracuse and South Bay Trolley (1985)

Rome to Little Falls by Trolley (1986)

Oneida Line-Syracuse to Utica-West Shore Railroad

Steamboats on Seneca Lake-Second of Series of Finger Lakes

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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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BARBARA HENDERSON

DAN COSGROVE

No cover photo appeared on this issue partly because we've had problems with photo reproduction and the fact that we don't have good 5 x 7 black & white pictures to choose from. Would you like to see one of your local photos on our masthead? Please call Arlene.

STORES COMMITTEE REPORT

by Dick Tickner

Last month on March 9 the Chapter Store traveled to the Toy Train Meet held at the Minett Building on the Monroe County Fairgrounds. Committee consisted of RON AMBERGER, CAL BULMAN, MIKE BYRNE, JOHN HIXSON, BOB IRVIN, NORM SHADDICK, DAVE SHIELDS, DICK TICKNER and BOB WEINBERG. It was a very successful Meet.

The Chapter Store is considering carrying another magazine for your convenience. It is RAILPACE NEWSMAGAZINE. It has been published monthly since May 1982. The 40-page publication highlights the Northeastern quadrant of the U.S., generally the area from Maine to Washington, D.C. and west to the Pennsylvania/Ohio border. In addition to their timely and accurate contemporary rail news, each issue offers quality feature-length articles on current and historic railroad operations. Magazine sells for \$3.00. If you are interested in purchasing this magazine from the Chapter Store, please notify me. The Chapter Store must purchase 10 copies at least to make it worthwhile to handle. There would be no obligation on your part to purchase every monthly issue. At the present time Chapter Store carries 6 copies of TRAINS magazine and 5 copies of RAILFAN & RAILROAD magazine. Please call me if you would be interested in RAILPACE NEWSMAGAZINE. (Tel. 244-4308).

CALENDAR OF EVENTS

- May 4 (Sunday) Western New York Railroadiana Collectors Show, Airport Holiday Inn, Rt. 33, Cheektowaga, NY, 10 AM - 4 PM.
- May 4 (Sunday) Toy Train Collectors Society Meet, Dansville Elementary School, Dansville, NY, Call Craig Cady (716) 335-5059.
- Apr.27 (Sunday) Phelps Rotary Club Train Meet, Phelps Elementary School, Phelps, NY, 7 AM - 2 PM.

BOOKS AND OTHER MERCHANDISE AVAILABLE IN CHAPTER STORE

1986 Chapter calendar...still available...reduced.....	\$1.00
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
Colorado Memories of the Narrow Gauge Circle.....	13.95
Ed Nowak's New York Central.....	22.00
Garrett Locomotives of the World.....	28.00
The Heisler Locomotive.....	20.00
The Late, Great Pennsylvania Station.....	19.95
Lackawanna Heritage.....	7.95
Lehigh Valley Passenger Cars.....	9.95
One Day, One Conductor.....(On the D,L & W MU cars).....	5.00
Rails Along the Hudson.....	9.95
Remarkable GG-1.....	6.95
Trains of the Northeast Corridor.....	9.95
Ninety Years of Buffalo Railways (Bill Gordon).....	8.00

(Only limited quantity in stock)

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

765 STEAM TRAIN TRIP FROM BUFFALO TO CORNING

BY- DAVE SHIELDS

The Rochester Chapter is selling tickets for an open window coach on the MAY 31, 1986 trip from Buffalo thru Rochester(not stopping) to Lyons stopping at Corning and returning to Buffalo. This trip is sponsored the Western New York Railway Historical Society and will also run on June 1, 7, 8, 1986.

The train will depart from Buffalo's Exchange Street Station at 7:30 am. From Buffalo, the train will head eastbound on the Conrail mainline passing through Batavia and Rochester. At Lyons, the train will head south down the old Fallbrook Line passing the City of Geneva and then running 15 miles along the shores of Seneca Lake and passing over the famous Watkins Glen trestle and into the City of Corning.

There will be a four hour layover in Corning where you may visit the Corning Glass Works, Rockwell Museum or just shop on Market Street. The train will depart at 4:00 pm. and return to Buffalo over the former Erie mainline which will take us over the high bridge over Letchworth Gorge. Our scheduled arrival is at 8:30 pm. at Buffalo's Exchange Street Station. The entire trip encompasses over 320 miles.

To get your ticket for the Rochester Chapter's open window coach on MAY 31, 1986, see Dan Cosgrove at the April 17, 1986 Chapter meeting where the tickets will be for sale. The cost of the ticket is \$50. If you can not come to the Chapter meeting, please send a check made payable to NRHS-Rochester, indicate the number of tickets at \$50 per ticket and your NAME, ADDRESS, CITY, STATE, ZIP CODE and TELEPHONE NUMBER with AREA CODE. Send all this required information along with a #10 long self addressed stamped envelope to:

NRHS-Rochester
% Dan Cosgrove
48 Hillside Drive
Spencerport, New York 14559

THE TICKET DEADLINE FOR TICKETS IN THE ROCHESTER CHAPTER OPEN WINDOW COACH IS THURSDAY, MAY 1, 1986. If you are interested in a car pool to Buffalo by either driving or riding, please contact Dan Cosgrove at 352-6931. If you need any further information on this train trip, please call Dan Cosgrove at the aforementioned telephone number.

For first class premium service(\$90)*, complete with catered food and beverage service or air-conditioned coach for the trips on May 31, June 1,7,8, 1986 or for an open window coach(\$50) on June 1,7,8,1986, please contact the Western New York Railway Historical Society directly giving them all the required ticket information as listed above. Include a self addressed stamped envelope. Send your ticket requests to:

WNYRHS, Inc.
Glass City Limited
P.O. Box 502
Tonawanda, New York 14151-0502

STRONG MUSEUM RAILROAD WEEKEND

BY- DAVE SHIELDS

I would like to thank on behalf of the Chapter the following people who worked at the railroad weekend at the Strong Museum on March 22 and 23 1986. These people were: Curt and Dorothy Boyer, Arlene Koscianski, Hixson and Dave Shields. It is at events of this nature that we can spread the word about what the NRHS-Rochester Chapter is about. Thanks again!

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. The cost is \$27(Canadian) for the all day train trip to LONDON and \$17(Canadian) for the train trip to TORONTO. The VIA reservation number is XD0835LJ. The tickets are available at the AMTRAK station in Rochester. Tell the ticket agent which destination that you want. Contact Dave Shields at the Chapter meeting or call him at 359-2914 for further information or call Dan Cosgrove at 352-6931.

J611 RETURNS TO BUFFALO AND ERIE THIS SUMMER

BY- DAVE SHIELDS

According to Norfolk Southern's Steam Operation Department, the J611 will return to Buffalo on Saturday, August 2, 1986 for a trip that will be run from Buffalo to Erie and return. On Sunday August 3, 1986, the J611 will be run from Erie, PA. to Bellevue, Ohio and return with diesel power to Erie. Further details will be forthcoming.

NEW TENATIVE AMTRAK SCHEDULE

BY- DAVE SHIELDS

This is the new tentative Amtrak schedule for trains 32, 62 and 65 for the timetable change on April 27, 1986

TRAIN NO. 65		TRAIN NO. 62		32	
	DAILY		Ex Sa & Su	Sa & Su ONLY	
New York	215P	Niagara Falls	710A	710A	
Croton-Harmon	300P	Buffalo-Exchange	755A	755A	
Poughkeepsie	339P	Buffalo-Depew	807A	807A	
Rhinecliff	353P	ROCHESTER	902A	902A	
Hudson	417P	Syracuse	1025A	1025A	
Albany-RensselaerAr	442P	Rome	1055A	1055A	
Albany-RensselaerDt	502P	Utica	1109A	1109A	
Schenectady	529P	Amsterdam	1206P	1206P	
Amsterdam	547P	Schenectady	1225P	1225P	
Utica	644P	Albany-RensselaerAr	1250P	1250P	
Rome	658P	Albany-RensselaerDt	110P	115P	
Syracuse	732P	Hudson	133P	138P	
ROCHESTER	854P	Rhinecliff	153P	158P	
Buffalo-Depew	956P	Poughkeepsie	210P	215P	
Buffalo-Exchange	1008P	Croton-Harmon	250P	255P	
Niagara Falls	1043P	New York	342P	347P	

6TH ANNUAL GENESEE AND WYOMING RAILROAD OPEN HOUSE

BY- DAVE SHIELDS

Everyone is cordially invited to attend the 6th annual open house of the Genesee and Wyoming Railroad at Retsof on Saturday, May 17, 1986 from 9 am to 2 pm in conjunction with National Transportation Week. The displays and exhibits will include: track maintenance machinery and materials, locomotive components, freight car materials, heavy equipment, cabooses, locomotives, freight cars and other miscellaneous items. The modern grit blast building and paint shop will also be open for viewing.

We have a letter from one of our newer members, JEROME ROSENFELD, a railroad and bus photographer living in Dumont NJ:

"The most interesting operation here is the Metro North RDC 'Shuttle' train as well as NYSW Stack Pack trains. I generally catch the NYSW trains on Sunday when they come do. This Sunday Train NTV4 was quite late as it passed HoHoKus NJ at 5:15 led by BN SD45 6489, C430 3006 and SD45 6360. I was told that early Sunday morning there was another NTV4. These trains aren't easy to catch as westbound NTV9 generally goes out in the evening, but there is no set schedule.

Stack trains in this area on NYSW may come to an end this year as CR does not want to handle the trains from Passaic Junction, Saddle Brook NJ to Port Jervis. It appears that the agreement with CR is no longer valid as it was originally for the now-defunct Haulage Train which was a quick trip for CR crews, as the train would go as far as Passaic Junction and in an hour or so would return west which did not delay the crews. Now the CR crew works one way and CR must supply a taxi at Ridgefield Park NJ to take the crew to Oak Island Yard in Newark.

Because of the above, NYSW is planning to rebuild their line starting April 1 from Butler NJ to Sparta NJ which will include replacement of two bridges west of Butler and heavier rail. This would mean NYSW crew would take the train from Little Ferry (really in the town of Ridgefield) to Warwick NY where CR crew would board train as NYSW track officially ends at a grade crossing in Warwick just south of LHR Yard. Train would go into Maybrook Yard of the former NH and have power run around train to take it west to Campbell Hall where it connects Graham Line when heading west. Reverse would be done for an eastward move." (Jerome's column is on the next page.)

Correspondent Cliff Shirley of Kansas City Chapter sent this item from an unknown source.

SAVING GIRL FROM DEATH EARNS TRAINMAN A U.S. HEROISM AWARD -

By Bob Dvorchak
Associated Press

PITTSBURGH — Conrail trainman John Kohl was given the U.S. Department of Transportation's Heroism Award yesterday for leaning out from a moving locomotive and plucking a 2-year-old girl from the rails last summer.

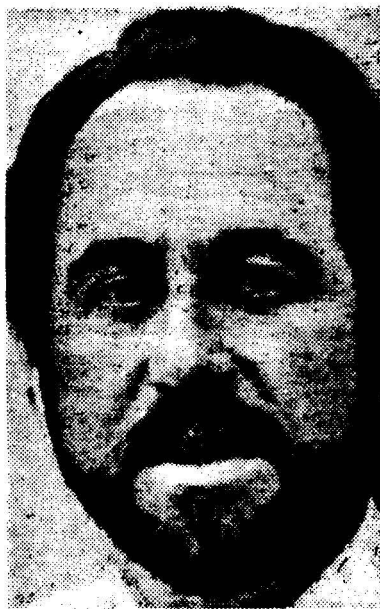
"You can measure the distance between life and death by the length of his arm. It was an extraordinary action," said John Riley, head of the Federal Railroad Administration. "He had to put his life absolutely at risk, and he did it without even thinking."

The award is the highest one for heroism that the Transportation Department gives to civilians. It was last given two years ago, and officials said they could not determine the last time it had been given to a trainman.

Kohl, who received a medal and plaque at a brief ceremony, has also been cited by the Carnegie Hero Fund Commission, a private foundation.

"I just reacted. In a situation like that, you don't weigh anything. You just do it," Kohl, 42, of Northumberland, said in a telephone interview Wednesday. "Probably anyone would have done something."

The rescue occurred about 3 p.m. July 27 outside the central Pennsylvania community of Cresson as Kohl's Conrail freight train was making



John Kohl
22-year Conrail employee

ing a routine run from the Conway rail yards to Harrisburg.

Officials said that the girl was about 15 car lengths away when she was spotted, and that about 45 seconds elapsed between the time she was seen until Kohl swatted her out of the way.

The girl, Jeanne Defibaugh of Cresson, was playing in the middle of the tracks, said Kohl, a Conrail em-

ployee for 22 years.

"It startles you. I said, 'Oh, honey, get off the rail.' From then on, I just reacted," said Kohl, who has been promoted from brakeman to trainman since the rescue. "We put the whole train on emergency, and we were blowing the horn and hollering. She stood up and ran for about 20 feet down the tracks and then sat down on the rail."

With the train bearing down on the girl at 20 m.p.h. to 25 m.p.h., Kohl climbed out of the cab onto the front metal frame, called a snowplow or cow-catcher. He had his right foot on the bottom step of a ladder and clutched a piece of iron with his right hand while he leaned out over the track.

"I spread my left leg out in front of the train, and I had my left arm spread out," he said. "I swept her out of the way, and she landed on her belly."

The train stopped more than 200 feet past where the tot was sitting.

"I ran back and picked her up. She was crying. I wanted to comfort her," said Kohl. "After I picked her off the ground and held her, it got to me. I really got nervous."

Except for minor cuts, the girl was unhurt, officials said.

Kohl will receive a medal and a check for \$2,500 from the Carnegie Hero Fund Commission at an April 7 ceremony at Conrail headquarters in Philadelphia.

NJ Transit now holds title to four remaining Ex-CNW F7's in exchange for nine of the Ex-KCS coaches built in 1965 by Pullman-Standard. The cars were numbered on NJ Transit as 5340-5349 which formerly had been in exact order KCS 270-279. There were ten of these cars purchased by NJDOT in the late 1960's for CNJ Service, but only nine remain, as a few years ago when cars were stored at Elizabethport, NJ after new Bombardier cars were placed into service, Coach 275 (to be NJT 5345) was burned by vandals. Car still sits in the yard as of this writing.

CNW plans to rebuild one into a new Business Car and four into Business Sleeping Cars and remaining four to excursion use behind steam locomotive 1385.

The cars were tacked on to the rear of Amtrak 51-The Cardinal on February 2nd.

Metro North Railroad in Late 1986 and Early 1987 will be receiving 15 more Bombardier passenger cars. Eight of the cars will be assigned HUDSON LINE between NY-Poughkeepsie with remaining seven assigned to PORT JERVIS LINE from Hoboken to Port Jervis. These cars will join a 1983 order for MTA Bombardier Cars for PORT JERVIS LINE bearing numbers 5175-77 for Control Cars and 5987-93 for the Coaches. The new cars will bring Metro North's PORT JERVIS LINE roster to 25 cars as there are eight others ordered 1979 as unpowered GE Silverliner IV cars Numbered 5198-99 (Cab Cars) and 5994-99 for the coaches.

Additionally PORT JERVIS LINE has three Budd RDC-1's assigned to the "Shuttle" which operates to/from Port Jervis and Suffern, and these are numbered 53, 61, 19, the first two as former NYC M453 and M461 and the 19 a former New Haven #32, PC 76.

Metro North only owns one locomotive which is pooled with NJ Transit trains and is #4183 a former CNW U30C 930 rebuilt in 1980 by GE into a U34CH. Unit is painted NJDOT colors of Blue/Silver.

This is a complete report on equipment owned by Metro North Port, Jervis service, but should be noted that all passenger cars can often be seen on other NJT Lines, with exception of RDC's which are assigned Port Jervis-Suffern service.

Port Jervis and Spring Valley, NY Services are Operated by NJ Transit under contract with Metro North Railroad.

NJ Transit has three GG-1 4874, 4878 and 4880 (PRR Gold Stripe) stored in the Mahwah, NJ yard after having PCB's removed by Amtrak at Wilmington, DE. The units sit dead with stored NJ Transit RDC's and other coaches no longer in service.

NYSW C430 #3008 is out of service on account of a broken crankshaft which broke on February 15th at Fair Lawn, NJ on westbound NTV9 which was led by BN SD45 6489 (to be NYSW 6366). It was the center unit on the train, the other as SD45 6362.

Also, NYSW will be dropping its passenger excursion trains in upstate NY in favor of FREIGHT ONLY operation. The passenger cars are up for sale. It's apparent that proposed excursion trains to the ski areas in Veron, NJ will never operate even though NYSW owns that portion of LHR from Sparta-Warwick.

African railways may return to golden age of steam

THE age of steam may yet return to large sections of railways in Africa. Faced with persistent breakdowns of modern diesel locomotives and a lack of technical expertise to repair them, several countries are now considering the wisdom of phasing out steam for diesel-powered railways.

And in the Sudan, the largest country on the continent, steam power is making a major comeback following the chronic — and highly publicised — problems of shipping relief supplies from the Red Sea to starving famine victims 2 000 km inland along the line of rail.

The Sudanese authorities have now shipped six rusting boilers and their associated working parts back to the British manufacturers with the request that they get

them into working order again. Several other "retired" steam locomotives are also being reconditioned in Sudanese railways workshops at Atbara and elsewhere.

Sudan Railways has also deferred its early retirement scheme for technical staff with experience of repairing the steam engines which kept the national railway system in operation for the best part of a century.

Other African countries also having serious problems with diesels are tending to compare them with the steam veterans which were kept running by ingenious means for 30 to 40 years or more.

Tanzania's Chinese-built Tazara railway, which gives Zambia access to the sea at Dar es Salaam for its copper exports and other traffic, was only completed in

1976, but by 1980 frequent failures by its diesel engines had already become a serious operational problem, as well as the fact that they proved to be under-powered for the mountainous terrain.

Such handicaps, as well as poor maintenance, put so many locomotives out of action that the line had to be closed several times in recent years. Now an urgent import of more powerful West German engines is keeping the line open until the Chinese complete a total re-organisation of the so-called "Great Uhuru Railway".

In the case of Sudan, the railway has diesels which originated from Britain, Belgium, West Germany and Japan, while Kenya, which first introduced diesels back in 1957 on an experimental basis, has a wide variety of units from Cana-

Supertrains earn top award from scientists

Science Reporter

The Associated Scientific and Technical Societies of South Africa have given their highest award to the SATS engineers who developed the world's most powerful freight trains for the Richards Bay coal route.

The award for outstanding achievement was presented to South African Transport Services at a meeting in Johannesburg on Wednesday night.

The societies' citation says the operation of the supertrains "is an engineering feat without parallel anywhere in the world".

The SATS coal line from Ermelo to Richards Bay was originally designed for diesel locomotives to haul 20 million tons of coal exports during the 70s.

When the country's coal exports soared as a result of the oil price crises, SATS engineers thought up a bold plan to increase the capacity of the line beyond points the original engineers could not have dreamed of.

After electrifying the line in 1978 with 25 000-volt alternating current they initiated coal trains 2.27 km long and carrying 14 000 tons in 176 trucks — the most powerful trains in the world.

The line had to be closed for five hours a day to allow rebuilding of the track to higher capacities and a way had to be found to overcome insufficient coupler strength of rail trucks in long trains.

This was done by using eight powerful electric locomotives, five push-pulling in the middle of the line of 176 trucks.

Although the supertrains, with an output of 24 megawatts each — twice as much consumption as an average Free State town — were intended to be an emergency measure their success was such that they will continue to be used for at least another two years, after running since 1982.

da, Britain, the United States and West Germany. Unlike steam traction which was basically the same in most countries, diesel locomotives differ widely in design and in components, all requiring a very high standard of precision.

A veteran railway engineer, with wide experience in developing countries, neatly summed up the position: "The old steam engines could be repaired with a heavy hammer, but to mend modern diesels you need a stethoscope."

He also points out that in the days of steam, when spare parts were not available, ingenious artisans would fabricate rough-and-ready replacements which would keep the locomotives running. The railway workshops which were erected in Nairobi soon after the

infant Uganda Railways first reached the Kenya capital in 1899, eventually became the best-equipped machine shop in Africa, north of Johannesburg.

Its artisans kept well-worn steam locomotives on the rails long after their normal lifespan had ended, and they could fabricate almost every replacement needed, except for cylinders.

As a result, engines such as the "10 Class", built for Uganda Railways in 1914 just before World War 1, were still hauling trains across the Rift Valley until 1965.

Now, in many parts of the continent, the rusting remains of these old veterans are being carefully assessed, cannibalised and refurbished. For the sake of efficiency, the clock is being turned back. □

— *The Observer*.

Of recent vintage from Cliff B. Shirley, but source unknown.

STEAM NEWS = NS's 2-8-2 #4501 will not run in 1986 and 1-6-6-4 #1218 will not be ready until September. That's the latest word from the NS Steam Shop in Birmingham. When the shop crew opened up 4501 to begin repairs needed to get her ready for the '86 season they found she needed far more boiler work than anticipated. To do this work would mean delay in readiness of the 1218, probably until November. There was also the 611 to be gotten ready for the '86 ambles, so something had to give and it was the 4501. The 1218's schedule was slipped, even so, to spend additional time on 611 to put her in proper condition for what will be a long, hard season. (NE Steam Office)..... Plans for 2-8-4 #765 aren't 100% firm at this point, but enough has been nailed down to give a good picture of what to expect and that's plenty. 765 will be ranging far and wide this summer on Conrail, with excursions over the Starrucca Viaduct on the former Erie main and down along the Hudson River. Final arrangements for 765's appearance at Boston for the joint NRHS/NMRA/RRE convention in July are still being worked out. (Dayton RHS TIES & TRACKS) NKP #587, a USRA "Light Mike" with the NKP look is being restored by the Amtrak Beach Grove shops and is well advanced, should be making test runs this spring.....ATSF #2921, one of the heaviest and most powerful 4-8-4's ever built, is being restored at Modesto, CA. Now in a park 2921 will be moved to a boiler plant where its crew of local professional railroaders hope to have her under steam this year, are even aiming at STEAMEXPO.. ATSF #3751 4-8-4 should be at Calif. Steel Industries plant in Fontana, CA where final boiler work and running gear restoration could be completed this year. Engine is owned by its restorers, the San Ber'do RHS..... SSW #819, 4-8-4 has passed its boiler hydrostatic test and certification and only appliance and cab work remain. Test runs should begin in March.. SP&S #700, 4-8-4 is identical to the Northern Pacific A3's, the first "northern" type locomotive built in the U.S. Restoration is well advanced in Oaks Park in Portland, OR where #4449 once stood. Test runs should be accomplished this spring..... PM #1225 Hydrostatic tests passed in October and test runs made on Nov. 30th. Rest of '86 will be spent on final restoration work and test runs on former AARR trackage in and near Owosso, MI., No plans for excursion in '86..... SLSF #1522 a Baldwin 4-8-2 is being restored at St. Louis, MA for possible 1987 excursions. (TIES & TRACKS) SP #2472 P8 4-6-2 nearing completion for operation at San Mateo, CA..... SP #2467 another P8 Pacific 4-6-2 is still in Harrison Park in Oakland, CA where its restorers, PROJECT 2467, a group of professional railroaders are awaiting approval by the city of a plan using private funds to renovate the park and provide a more secure work site in which to continue locomotive restoration. No operation likely in 1986..... Arrangements for #4449 to travel to Southern California to appear in a Disney film "Tough Guys" have been finalized. The 4449 and a string of five "Daylight" cars will depart Portland over the SP sometime between March 5 and 15th for scenes to be shot during March and April.

CASS ANNUAL WEEKEND is set for May 17-19, 1986 as announced by the Mountain State Railroad and Logging Historical Association. Trips planned are the usual (and sometimes unusual) excursion to Bald Knob on tap. It is doubtful if any trips up the Greenbrier will be offered this year due to the November flooding, but look for the unexpected to be cooked up by the Cass Crew to make up for the loss. For tickets and information, schedule and lodging write: Cass Scenic Railroad, PO Box 75, Cass WV 24927 or call (304) 456-4362.

(from Tampa Bay Chapter's ORDERBOARD OF March 1986)

traction faction



by Clem Heilen

HOMETOWN REVISITED: Bruce Russell writes in his "Light Rail & Transit News", RRE Bulletin, Oct 85, that a plan has emerged to revive trolley car service across the river from the "Big Apple" in Brooklyn. A short line extending from the old Fulton Ferry landing (beneath THE Bridge) to Henry Street and Carroll Gardens in the exclusive Brooklyn Heights section would loop back to the ferry area in the initial phase. (Russell also reports that ferry boats once more serve the area direct to the South Street Seaport area in downtown Manhattan—last service shut down in 1924). Adopt a "wait and see" attitude towards this project, however, says the columnist, keeping in mind the now-dormant plans to build a 42nd Street Crosstown trolley service in mid-Manhattan.

Russell says that in its heyday, Brooklyn was a trolley enthusiasts paradise, which I can readily attest to—I spent my lost childhood with 5¢ fare clutched in hand riding all over the boroughs of Brooklyn and Queens. The Brooklyn system also had the first PCC cars, which mainly served the heavy Coney Island lines (Smith-9th St & McDonald-Vanderbilt) but they ventured east to the DeKalb Avenue shops in Ridgewood where I saw many of them up on blocks minus their trucks. The St. Louis-built PCCs were originally painted in a sort of "elephant" gray with a red belt line. Interiors were green, and after the City took over the trolleys, they were repainted silver to the belt line and green below. #1001, the first Brooklyn PCC, is now at the Branford Museum.



#4547 is shown at Grand Army Plaza in service as a Salt Car. (Watson photo)

Mayor LaGuardia, a staunch foe of all of the trolley operators in Manhattan and Brooklyn, must have had apoplexy when WW II halted the bussing of the traction lines, but Mayor O'Dwyer managed to finish off all the car lines by 1950, with only the PCC lines hanging on until 1956. The Brooklyn system was the second largest trolley network in the US, with only Chicago being first. The maroon and cream cars were everywhere, converging at such hubs as Fulton Street and Flatbush Avenue; the Brooklyn Bridge terminal (directly opposite the Mayor's office); the Delancey Street underground terminal at the end of the Williamsburg Bridge; Coney Island; and at Ridgewood, where yours truly spent his early days (taking notes).

Municipal ownership came about in 1940 when the company finally gave up trying to operate with a nickel fare, sacrosanct to New York politicians. The two long Coney Island lines charged 10¢ (second fare collected at Bartel-Prichart Square)—when the B&QT tried to charge a dime for the 1939 World's Fair Service, the city balked, and we all rode for a nickel. The first heavy trolley route to go in 1940 was Fulton Street—the elevated railway overhead was also torn down, but Pearl Harbor stopped the rest of the demolition. During the war years, every car the shops could muster turned out to haul some of the biggest passenger loads ever. Brooklyn even had a route known to locals as the "Banana Line"—the cars always ran in bunches—the Graham Avenue service was continually interrupted by the opening and closing of a draw bridge over the Dutch Kill (also known as Newtown Creek), and the service had huge gaps between cars. The heaviest route (and the oldest) was #1 Crosstown. The cars would wind their way from Box Street in Greenpoint to downtown Brooklyn via the Navy Yard, then hug the waterfront until they reached Erie Basin shipyards in the Red Hook section via Columbia Street.

These days, the Brooklyn Bridge is crossed only by pedestrians and autos, but up until the mid '40s, there was a giant trolley terminal at the New York end, and if one can still see in the dark recesses of the Essex Street subway station at the Williamsburg Bridge, you might discern the trolley loops of the Delancey terminal. We recently replied to an "ad" for a copy of a brand new book about the Brooklyn trolley system, co-authored by Ed Watson, who reportedly has the largest collection of B&QT photos and information—we eagerly await his treatise on the subject.

(from Tampa Bay Chapter's ORDERBOARD of 12/85)



New York Museum of Transportation

Located on East River Road at Town Line Road in the Town of Rush • Post Office Box 136 • West Henrietta, New York 14586 • 716/533-1113

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The New York Museum of Transportation was founded to preserve artifacts relating to New York State's transportation history. The collection is on display to the public on Sundays from 11 a.m. to 5 p.m. throughout the year and available for group visits during the weekdays with prior arrangements. The educational value of the Museum is a benefit to young and old.

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