

# THE SEMAPHORE

National Railway Historical Society  
ROCHESTER CHAPTER

---

VOL. XXVII

JUNE 1986

No. 10

Our June meeting will be held on Thursday, the 19th, in the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

Hank Hagy of Corning will give a slide presentation of Southern Pacific's Tehachapi Loop and other personal favorites.

Our apologies for last month's sound track. We are making arrangements so that problem can be eliminated.

Welcome to our newest member:

William H. Chapin                      647 Ridgemont Dr.                      Rochester                      14626                      225-5152

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The results of last month's election are as follows:      Congratulations to us all!

President  
Vice President  
National Director  
Corresponding Secretary  
Treasurer  
Recording Secretary

RONALD AMBERGER  
DAVID SHIELDS  
PAUL FRIEDERICH  
DANIEL COSGROVE  
DANIEL TOMLINSON  
THEODORE MILLER

RICHARD TICKNER and DAVID MONTE VERDE were elected to three-year terms as Trustees, and DANIEL PEDTKE was elected to a one-year term. Go, Team, Go!

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WORDS FROM THE OUTGOING PRESIDENT

by RAND WARNER

The last five years in this past Presidency have been busy, challenging, fulfilling and satisfying.

This Rochester Chapter of the NRHS has shown conclusively it can accomplish anything it puts its mind to.

We are all surrounded by the evidences of your successes in many different endeavors. The skills, resources, energy, enthusiasm and depth of this Chapter are truly amazing.

Your response and support as officers, trustees, chairpersons, committee members and Chapter members have been most gratifying.

I pass on the torch to RON AMBERGER, your new President, with confidence---in him personally, in his new organization, and in all of you as members.

I know you will support our Chapter in these coming years as in the past. The sky is the limit!

Sincerely yours,

RAND L. WARNER

MISCELLANEOUS

We are greatly saddened by the death of J. GORDON' BLACK on May 8. Gordon was a quiet and gentle soul, but he was an enthusiastic fan of both railroading and the Rochester Chapter

Best wishes to BOB FITCH for speedy recovery from his recent operation.

Best wishes to JIM STEWART for speedy recovery after a recent hospitalization.

Thanks to DAN PEDTKE for taking our 16mm Graflex movie projector for electronic tune-up.

Thanks to DAVE SHIELDS for good publicity on our season opening of the Depot Museum.

Thanks to DICK TICKNER for getting the Oatka Depot Museum off to a strong season start.

Thanks to TOM WAY and PAUL FRIEDERICH for their help in getting THE SEMAPHORE printed and delivered.

OATKE DEPOT RAILROAD MUSEUM REPORT

by RAND WARNER

PROGRESS - APRIL/MAY

Depot and Grounds

Chimney flashing and sealing completed by TOM BAUMAN.

Foundation work started by CURT BOYER and JIM STEWART.

Windows cleaned by ART EMMIGHAUSEN, JOHN HIXSON and TOM BAUMAN.

North and south waiting room floors repaired by CURT BOYER.

Lights and switches installed in north restroom by NEIL BELLENGER.

Lawns mowed by CURT BOYER, CHUCK REIDMILLER, RAND WARNER and JOHN HIXSON.

Basement lights installed by NEIL BELLENGER, and he's also adding outlet receptacles in each room.

Exterior summer door donated and being installed by CURT BOYER.

Track and Right-of-Way

Engineering data, cross sections and sketches for excavation prepared by PAUL FRIEDERICH, along with coordination trips to Rochester Gas & Electric, Niagara Mohawk, Dept. of Environmental Conservation and local contractor.

1200 feet of siding at Fancher personally dismantled by Bill Reid, with a little help from NEIL BELLENGER, JOHN REDDEN and RAND WARNER. Try that sometime! Bill has also delivered all the bars, plates and spikes, and now he has arranged for us to get the rails too.

Right-of-way surveying continued, with details for utility stakeouts as requested by local contractor as a prerequisite to major excavation work.

Ties, rail and other debris cleared from access route beside ROW for siding No. 5 preparatory to construction, by Bill Reid, NEIL BELLENGER, DAVE MONTE VERDE and RAND WARNER.

Motive Power and Rolling Stock

Arrangements finalized on Lehigh Valley RS-3M diesel locomotive acquisition by DAVE MONTE VERDE.

Major interior restoration, cleaning, priming, filling, metal work and painting continued on MU Power Car by TOM TISCHER, JOHN REDDEN and NORM SHADDICK, with exterior roof work painting and tarring by TED MILLER.

Erie caboose interior work and refurbishment well along by JOHN REDDEN, NORM SHADDICK and CURT BOYER.

Erie Stillwell coach passed inspection after new brake cylinder parts installed by BOB COWAN, NORM SHADDICK and PETE GORES.

JOHN REDDEN and his dad Gene have one side of EK No. 6 relettered for Eastman Kodak---a family affair.

Construction Equipment

JOHN REDDEN and his brother Jim are taking Euclid motor apart on our Jackson yard tamper prior to rebuilding it---another Redden family affair. Nice going! STEVE HUSE has obtained new parts and is repairing steering box on our Euclid loader.

Hydraulic system on boom truck fixed by RAND WARNER and Ted Strang.

NEIL BELLENGER has welded steps on International dump truck and made up transport restraint bars for Balmar backhoe.

JEFF BAXTER has ordered and received new repair parts for former Dansville & Mt. Morris Fairmont track speeder.  
Flat tire on backhoe tractor repaired by STEVE HUSE.

#### PLANS FOR JUNE/JULY

##### Depot and Grounds

Complete refurbishment and mounting of billboard sign.  
Plant flowers and shrubs around power and light poles.  
Continue foundation work to relevel Depot north end.  
Install utility outlets in each room of Depot.  
Clean up loose litter and track materials around grounds.  
Burn combustible waste and take remainder to dump.  
Continue organization, inventory and filing in Library.  
Continue cleanout of north end of baggage room in Depot.  
Continue redecoration of south waiting room to authentic motif.

##### Track and Right-of-Way

Complete excavation on hill.  
Seed side cuts on hill to prevent erosion.  
Install culvert drainage on hill.  
Spread ballast on hill for main line and Switch No. 5.  
Lay track up hill and install Switch No. 5.  
Bring in 1200 ft. of 80-lb. rail from Fancher, 40 lengths.  
Bring in two tractor-trailer loads of ties, 32 bundles.  
Stack ties and switch timbers in order by size/length.  
Organize rail and switch parts by size/weight.  
Install culverts on remainder of right-of-way to New York Museum of Transportation end of track.  
Grade, fill and ballast to start construction of siding No. 5.

##### Motive Power and Rolling Stock

Complete interior painting on MU Power Car.  
Complete interior refurbishment on Erie cabooses.  
Install new wood siding on east side of BR&P cabooses.  
Complete exterior lettering on locomotive EK No. 6.  
Start interior cab cleanup on locomotive EK No. 6.  
Paint east side of PINE FALLS in Pennsy colors.  
Fabricate and install west side platform steps (2) on Erie cabooses.  
Prepare to accept delivery of Erie Stillwell coach and Lehigh Valley RR diesel locomotive.  
Tar roof on PINE FALLS.  
Start sheet metal repair/patching on DL&W baggage car.  
Start removal of bad sheet metal on PINE FALLS west side.

##### Construction Equipment

Install steering box to make Euclid loader operational.  
Install generator/regulator wiring on road grader.  
Get Gardner-Denver air compressor operational.  
Get BUG welder/generator tuned up for heavy season.  
Get Kalmazoo and Fairmont track speeders operational.

#### THANKS TO:

JERRY LEDERTHIEL for offer of 36v/20A DC power supply for our passenger car fleet and for concrete platforms for our wooden steps.  
BOB COWAN for donation of large wrenches for steam locomotive work.  
RAY FROST for donation of wrenches and track tools.  
Shaheen Paint Company for generous discount on interior paint for MU Power Car.  
CHUCK RIEDMILLER for offer to donate paint for construction equipment, DL&W baggage car and Erie Stillwell coach.  
Bill Reid and RAND WARNER for donation of 1000-ft.-worth of rail hardware and 600-ft.-worth of 80-lb. Dudley rail.

NEIL BELLENGER for donation of electrical wiring fittings for Depot.  
Marge and RAND WARNER for donations of tools, hose and siding for B&O caboose.  
SAM and Anna GROVER for \$100 donation toward our 50th Anniversary Year celebration activities.

JOHN and Virginia HIXSON for refurbishing and relettering our billboard sign.  
It sure needed some tender loving care.

Bill Reid, STEVE HUSE and RAND WARNER for gas and diesel fuel.

JIM DEANE for offer to help on PINE FALLS structural work and Erie caboose steps fabrication and materials.

#### WANTED

Depot: Two-wheel, V-frame baggage truck

Grounds: Flowers and shrubs to plant around light poles, etc.

PINE FALLS: Bedding and table flatware and kitchenware

Erie Caboose: Interior artifacts and exterior platform steps (2)

NYC Flat Car: 4 x 4 hardwood treated timbers for underdecking

EK No. 6 Locomotive: New battery set 64v systems, Cummins L601 engine

B&O Baggage Car: Overhead tool rack boards, shelves, cupboards

MU Power Car: Motorman's control handles

DL&W Baggage Car: Interior lights for ceiling mounting

Erie Stillwell Coach: Interior lights, hardware, fixtures

Acetylene torch outfit

BR&P Caboose: Interior seat cushions and exterior marker lights

Gas powered rail saw                      Gas powered rail drill

Donations of or toward gas and diesel fuel for outdoor storage tanks

Garden cart for tractor mower

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#### 1987 - TWO-YEAR PLAN FOR OATKA DEPOT RAILROAD MUSEUM - OUR CHAPTER'S 50th ANNIVERSARY

##### Buildings & Grounds

Complete major landscaping with grass, flowers, trees, shrubs.

Repaint/touch up Depot exterior walls.

Bring in Lehigh Valley RR section house from P&L Junction at Caledonia and place at mid-location between NRHS and NYMT on right-of-way.

Add heat and humidification to Depot to protect Library.

Start improved parking lot on top of hill where ballast was stored.

Official Opening in conjunction with 50th Anniversary.

##### Track & Right-of-Way

Sell surplus track materials for cash flow.

Complete track connection from NRHS Depot to NYMT barn.

Start leveling/surfacing of track from NRHS to NYMT.

Add Siding No. 6 at top of hill for car storage and repair.

Start drainage ditching along track sides.

Expand CONRAIL lease for expanded acreage holdings.

Major ribbon cutting publicity for completion of track connection.

##### Motive Power & Rolling Stock

Acquire hear-operable steam locomotive to meet New York State inspection.

Acquire Rochester Transit Corp. Subway Car No. 60 from Albany.

Run Chapter trip from Mortimer to Lakeville with Chapter motive power, rolling stock, operating crew and safety staff.

Acquire gondola car for construction and crane tender.

Acquire hopper car for ballasting and coal service.

Acquire tank car for weed control and water service.

##### Construction & Maintenance-of-Way Equipment

Acquire Jordan spreader.                      Acquire outdoor fork lift.

Acquire Burro crane.                      Sell Trojan loader for cash flow.

Acquire and sell tire casings for cash flow.

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Locomotives & Rolling Stock  
(Owned or 'Bound' for)  
Rochester Chapter NRHS

<u>Road #'s</u>	<u>Equipment</u>	<u>Builder</u>	<u>Date</u>	<u>Location</u>	<u>Length</u>
B&O #633	Baggage			Industry	70'
BR&P      B&O #C2631	Caboose			"	33' *
NYC	Flat			"	40'8" *
Kodak #6	80 Ton Loc.	Gen. Elec.		"	41'8" *
DL&W- 2648 EL/CR/NJT-4628	MU Power	Pullman	1930	"	70'2" *
DL&W-2078 EL465 EL489022	Baggage	ACF	1930	"	64'5" *
PRR Pine Falls/LIRR Poquott Lounge/Sleeper			1939	"	84'6" *
Erie-2328 EL474006	Stillwell Coach	Std. Steel Car	1926	Elmira	72'8" *
Erie-254 CR19665	Caboose	Erie RR	1946	Industry	35' *
PRR          LV211, CR56,CR9920	RS3m Loc.	ALCO-GE/CR		Altoona	54' *
Erie-6603 EL6603 EL419011	Milk Car		1935	Elmira	43'9" *
Erie- 208 EL208	Baggage	ACF	1950	Elmira	78'7"
					<hr/> 788'4"

Total length of equipment to be  
located on active Industry NY  
trackage: 539'-10"

-D. Monte Verde, MP&E Supt.  
5-12-86

# ROCHESTER CHAPTER NRHS ROLLING STOCK

## ASSIGNMENT LISTING

DAVID J. Monte Verde - Supt. Motive Power & Rolling Stock

### PINE FALLS

CAR FOREMAN:

Paul Freidrich

WORKERS

1. Rand Warner
2. Steve Huse
3. Lynn Keintz
4. Jack Matsik
5. Dave Luca
- 6.
- 7.

### BR&P-B&O CABOOSE

CAR FOREMAN

Carl Boyer

WORKERS

1. Rand Warner
2. Bob Sear
- 3.
- 4.
- 5.
- 6.
- 7.

### NYC FLAT CAR

FOREMAN

Bill Reed

WORKERS

1. Rand Warner
2. Bob Sear
- 3.
- 4.
- 5.
- 6.
- 7.

### EK #6 & LV 211

LOCOMOTIVE FOREMAN Jeff Barten

WORKERS:

1. Oak R. Atkinson 475-1010  
(MOTIVE SASH & DOOR)
2. Jeffery BLAIR
3. Rand Warner
4. Bob Sear
5. Ron Amberger
6. Bob Hoffman
7. Bob Cowan

### LACKAWANNA MU 4628

CAR FOREMAN

Tom Miller

WORKERS

1. Rand Warner
2. David Mondt
3. Bob Sear
4. Ron Amberger
5. Bob Cowan
6. MV Associates
7. Tom Fisher - Interview
8. Neil Bellinger

### DL&W BAGG CAR

FOREMAN:

John Redden

- 1.) Rand Warner
- 2.) David Mondt
- 3.) Robert Sear
- 4.) David Muller - elect.
- 5.) Chuck Reedmiller

### ERIE STILLWELL

CAR FOREMAN:

David J. Montellende

WORKERS

1. Bob Sear
2. Matt Ten
- 3.
- 4.
- 5.
- 6.
- 7.

### ERIE CABOOSE 254

CAR FOREMAN:

Neil Bellinger

WORKERS

1. Robert Sear
2. David Montellende
3. Chuck Reedmiller
- 4.
- 5.
- 6.
- 7.

### ERIE MILK CAR

CAR FOREMAN

David Montellende

WORKERS

1. David Montellende
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.



## STORES COMMITTEE REPORT

by Dick Tickner

Stores Committee attended two Train Meets since the last Report. On May 4 it was the Western New York Railroadiana Collectors Show in Buffalo, NY. Working that Meet were Tom Bauman, Dan Cosgrove, Norm Shaddick and Dick Tickner. On June 1, it was the Shawmut Railroad, Steam & Hobby Show in Angelica, NY. I worked this Show alone.

## CALENDAR OF EVENTS

Nothing scheduled for month of July or August

## OATKA DEPOT RAILROAD MUSEUM

Museum opened Sunday, May 25, to start the 5th season. Thanks to a news story in the D&C that morning, there was a number of people on hand to see the "new" rolling stock. A new feature at the Museum this year has been inaugurated; continuous guided tours through the Depot and the cars.

Volunteers since Museum opened:

Sunday May 25 - Ron Amberger, John Hixson, Ed Maslyn & Dick Tickner.

Monday, May 26 -Mike Byrne, John Hixson, Ed Maslyn, Dick Tickner & Bob Weinberg

Sunday, June 1 -Mike Byrne, Dave Luca, Ted Miller, Dan Tomlinson.

Any one interested in becoming a volunteer for the Museum please call me at 244-4308.

## BOOKS AND OTHER MERCHANDISE AVAILABLE IN CHAPTER STORE

Amtrak Heritage.....	\$6.00
Chicago Great Western.....	9.95
Commuter Trains to Grand Central Terminal.....	7.95
Grand Trunk Heritage.....	6.00
Lackawanna Heritage.....	7.95
Lehigh Valley Passenger Cars.....	9.95
Remarkable GG-1.....	6.95

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

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RAILROAD PASSES STOLEN - A book of railroad passes was donated to the West Michigan Chapter and brought to their January 1986 meeting for the membership to see. When the lights went out for the film program someone took 14 of the passes. It is a shame we cannot trust our own members and friends and it was a hard lesson to learn; don't let anything of value out of your sight. The passes were originally issued to the following men: Ed Dahill, C. H. Hartley, Charles Hopper, J. R. Pickering and C. L. Smith. The West Michigan Chapter asks that anyone seeing any passes issued to these men which are offered for sale or trade report the matter to the Chapter. They have a reward for the return of the passes, which were donated to the chapter by the daughters of the late Claude Day, prominent local member. If you have information, write to James Lindholm, National Director .. West Michigan NRHS .. P.O. Box 2811 .. Grand Rapids, Michigan 49501. (from V. Allan Vaughn's NRHS NEWS of April 1986)

Rail photographer JEROME ROSENFELD sent a couple interesting letters lately including the following comments:

"A few times was up at Middletown and Otisville where I caught the Metro North RDC train. Interesting locations, especially west end of Otisville Tunnel of the train heading west to Port Jervis."

"In Middletown at the State Hospital located a rare railroad structure. A real operating coal trestle complete with CR hopper cars! Not many operating coal trestles around these days. Most structures like these today are reminders of what used to be, but not here. It's a super location to catch the freight working there which is designated WECH-11 (Work Extra Campbell Hall)."

(Ed. Note: Jerome's last two reports should be on the next pages.) (Only one fits.)

New Jersey/New York Metro Region  
By Jerome A. Rosenfeld

This is a new addition to news item regarding the fifteen Bombardier passenger cars for Metro North as reported in the April 1986 SEMAPHORE Newsletter.

Unlike the Metro North, Bombardier cars bought in 1983 for PORT JERVIS LINE which are built to NJ Transit specs with same NJ Transit interiors, the fifteen new cars will feature non-reversible 3-2 seating as on Metro North's newly delivered Bombardier cars for both HUDSON and NEW HAVEN LINES. Riders on NJ Transit may not appreciate these fixed seats, but they will be more comfortable than seats in NJ Transit and Metro North PORT JERVIS LINE cars.

Sometime this summer, Metro North will receive from Chrome Locomotive Co., of Silvis, Ill. three newly rebuilt and refurbished Budd RDC-1's Nos. 43, 54 and 65 for use on PORT JERVIS LINE to replace present RDC's 19, 53 and 61 on that line which have been known to have problems. The remanufactured RDC's cost \$2.3 million. Cars will feature new seats, lighting, motors, controls and much more. It's not known if Metro North will have RDC's 19, 53 and 61 rebuilt at a later date.

Metro North operates these 1950 era RDC's only on UPPER HARLEM LINE between Brewster North and Dover Plains and the PORT JERVIS LINE between Suffern and Port Jervis. If a railfan wants to see 1950's railroading a day along Upper Harlem Line or Port Jervis Line are worth it, but should be noted that there is NO SERVICE on Sundays and Major Holidays on PORT JERVIS LINE, but that Upper Harlem Line operates 365 days per year.

Metro North has installed a new glass shelter at the Ex-Erie Port Jervis Station, but it won't be there permanently as the railroad is planning to construct a new 175 foot platform adjacent to the now unused roundhouse which will also include a 50 spot parking lot. After the new station is completed reportedly by the end of 1986, the earlier mentioned glass shelter would be moved to new location.

Other improvements to the former Erie/Erie-Lackawanna engine facility where Metro North trains are parked will include four new tracks which will hold 40 passenger cars as well as provide a new fueling facility for the passenger trains.

Metro North who built short three car platforms on Graham Line (PORT JERVIS LINE) at Middletown, Campbell Hall and Salisbury Mills have received many complaints from riders because trains are five and nine cars long which make it difficult to get on/off a train. Because of this Metro North will extend all these stations platforms by 200 feet to accept a five car train. In the beginning passengers were assigned certain cars west of Harriman, NY because of the shorter platforms, but the riding public did not like this. The new extensions are to be completed before the winter.



NJ Transit and Metro North are studying the possibility of restoring passenger service to the West Shore Line which last saw such service operate by New York Central on December 10, 1959. Restoration would require installation of second track as well as be resignalled for double track operation as in the past. No date was mention when such service would begin, as for the past 27 years since last passenger train operated, the West Shore has been a political football with services promissed all the time but for one reason or another never happened. It was planned in 1983 to operate an experimental train from Hoboken to Newburgh, NY in 1984, but NJ Transit later decided against it. The as planned restoration would also operate Hoboken to Newburgh.

In the April **SEMAPHORE** it was reported that NYSW would not operate any excursion trains to the ski areas in Vernon, NJ which still remains as printed, but a recent news item indicates that NYSW wants NJ Transit to operate trains to Vernon by this winter. This is a result of the rebuilding of the NYSW Main Line west of Butler which will handle stack pack trains allegedly by the summer. NYSW claims "they want to operate as many trains possible over the rebuilt line". Crews and equipment would be supplied by NJ Transit, but that NYSW will make up the fares to be charged. The plan does not signal the restoration of NYSW Passenger Servies dropped in 1966, but may at some future date.

#### **NEW CONRAIL POWER**

Some of the 30 new SD50's 6805-6834 have arrived, but do differ slightly from earlier SD50's 6700-6804. The new units feature the "HT-C" truck which is a first on ConRail six axle units (except Ex-EL SD45-2's). No new ConRail SD40-2 and SD50 units ever came delivered with the "HT-C" truck until now. ConRail's only other new units to have "HT-C" trucks are SD60's 6840-42 which were Ex-EMD Demos.

NYSW has renumbered BN SD45 6489 to 6366. BN markings and numbers have been painted out, but none of the units as of yet have recieved NYSW paint.

NYSW has RS-1 #252 assigned to the L&HR line which formerly had SW9 120 which is now working on Staten Island. GP18 1804 is assigned to Northern Division with GP18's 1800, 1802 assigned to New Jersey at this writting.