

THE SEMAPHORE

National Railway Historical Society
ROCHESTER CHAPTER

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NO. 2

Our October meeting will be held on Thursday, October 16th, in the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

A NOTE FROM YOUR EDITOR:

In this month's Semaphore you will notice the long list of new members. Not only is our restorations, rolling stock, and right of way moving along, we are getting many new members. In other words, the chapter is certainly growing!! Let us current members extend a personal invitation to our new members to join us at our next meeting and show them what we are all about. Also, have the new members come over to the depot on a Saturday or Sunday to join in the fun of the many activities we are working on.

Any new members attending our meeting of 16th please introduce yourself to me and I will see that you get acquainted with our officers and help you with any questions you may have. Our group will certainly be looking forward to meeting you.

THE PROGRAM FOR THIS MONTH'S MEETING:

Jon Rothenmeyer, member of the Buffalo Chapter from Clarence, New York, will present a slide presentation on railroading in New England.

Take a seat aboard the Green Mountain Express with Jon Rothenmeyer and John Dahl. We'll ride a type #5 street car in Boston, climb Mt. Washington via the Cog Railway, visit Steam Town, rail fan the Lamoille Railway and other tourists roads, and see rare power in Maine. Station hands will be treated to a variety of master pieces of railroading's golden age.



P&LE in Western N.Y. on 8/15/86, westbound Bow coal train at D&H S-K Yard just in from Binghamton, N.Y. on its way to N&W and south to Astabala, Ohio on ex "Nickel Plate". This is usually a push pull train.

Photo taken by Chuck Riedmiller

WELCOME TO OUR NEWEST MEMBERS

Fred Jenks	P.O. Box 204	N. Rose, NY	14516
Richard Czadzek	9419 Warsaw Rd.	LeRoy, NY	14482
David Covell	33 Pioneer Dr.	Fairport, NY	14450
Jeff Webster	10 Rolling Meadow Dr.	Hilton, NY	14468
William H. Chapin	637 Ridgemont Dr.	Rochester, NY	14626
Bernard C. Cubitt	84 Maplewood Ave.	Spencerport, NY	14559
Sheldon S. King	361 Rte. 14	Lyons, NY	14489
Crawford & Jean Law	3477 W. Lake Rd.	Canandaigua, NY	14424
Kevin Kleve	814 Stoney Point Rd.	Spencerport, NY	14559
William & Lois Reid	248 Ingersoll	Albion, NY	14111
Lloyd J. Sugden	153 Mt. Morency Dr.	Rochester, NY	14612
Philip L. Miller	126 Raeburn Ave.	Rochester, NY	14619
Charles Ennis	29 Bear St.	Lyons, NY	14489
Walter Bourne	74 Mill St.	Spencerport, NY	14559

HISTORY OF THE LV 211

Like the proverbial cat with nine lives, Conrail RS3m 9920 has somehow survived four retirements, three scraplines, two bankruptcies, and four former owners since it was constructed by Alco (construction number 80580) in December 1953. Dubbed locally "The Hammerhead" and known most recently as Lehigh Valley 211, the unit was built as Pennsylvania R.R. 8445. One of only five RS3's equipped with both dynamic brakes and a steam generator-the combination necessitating the high short hood-the 8445 was built especially for helper service between Emporium and Keating Summit, Pa., on the Harrisburg-Buffalo line. The steam generator was installed to permit the 8445 to protect the passenger schedules on the line between Emporium and Erie in the event of a failure by the normally assigned E8.

It was renumbered 5569 in 1966 in anticipation of the Penn Central merger, and in 1969 it was removed from service and stored at Altoona. It was retired and offered for sale, and on May 30, 1970, the Lehigh Valley traded it for a wrecked RS2 which the PC used as a trade-in on new power. Interested in the unit because it had a late model 244 engine and 27-point jumper cables, the LV overhauled the 5569 at Sayre and renumbered it 211 (their second).

On April 1, 1976, LV 211 was conveyed to Conrail and was renumbered 5487. It was a common sight around Allentown Yard, still wearing its LV red. As Conrail began to phase out its Alco power, 5487 was once again sent to Altoona for disposal and was officially retired for the second time in its career on January 24, 1979. However, before it was disposed of, it was picked for the RS3 modification program being undertaken at Altoona.

Its Alco 244 engine was replaced with a 1200-h.p. EMD twelve-cylinder 567BC powerplant from a retired EL E8. It was placed back into service on August 27, 1979, as Conrail 9920-retaining its high short hood. Incidentally, to retain the proper balance, the dynamic brake equipment is still in the short hood, although it is not hooked up or serviceable. The steam generator had been replaced with a ballast block many years ago. The 9920 will be used in switching service, although it has not been assigned a permanent home as of this writing. (RAILFAN MAG. JANUARY 1980)

PROGRESS FOR SEPTEMBER:

Depot & Grounds:

- Restroom windows frosted over and authentic brass toilet tissue dispenser installed by Steve Huse.
- Concrete apron repairs continued by John Hixson.
- Highway drainage culvert repair and fill-in completed by Charlie Harshburger and Steve Huse.
- Drainage ditches redug and culvert connection to Conrail underpass completed by Bob Hoffman, Steve Huse, Bill Reid, and Charlie Harshburger.
- South waiting room cleaned out by Ron Amberger. Pop machine installed by Dave Shields.
- B&O interlocking plant in Pennsylvania being readied for move to Industry by John and Gene Redden.

Motive Power & Rolling Stock:

- LV 211 diesel has new FRA glazing thanks to Bob Cowan, John Redden, Paul Friederich, Dave Monte Verde, Doug Eisele, Chuck Riedmiller, and Rand Warner. Lettering on cab applied by Chuck and Jamie Riedmiller. Exterior painting completed by John Hixson, Chuck Riedmiller, Rand Warner, Steve Schick, Dave Monte Verde, and Ron Amberger.
- E-L MU Power Car #4628 interior is getting final colors of light green and cream from Tom Tischer, Norm Shaddick, and Dave Luca. Window sills replaced, and sash frames reworked. Interior side moldings patched and painted.
- Erie Caboose #254 steps finished by Neil Bellenger.
- PRR hopper car donation being finalized by Rand Warner.
- More lights added to interior of B&O baggage #633 by Neil Bellenger.

Track & Right of Way:

- Cast iron and concrete culverts picked up by Bill Reid and Rand Warner using Chapter boom truck and unloaded with assistance from Norm Shaddick, Bob Cowan, and Charlie Harshburger.
- Two culverts installed under our right-of-way at base of hill and part way up the hill by Charlie Harshburger, Bob Hoffman, Bill Reid, and Steve Huse.
- High level switch stands delivered by Bill Reid and installed by John Redden.
- Siding #5 construction proceeding northward from bumper towards switch #5 by Bill Reid, John Hixson, John Redden, and Rand Warner.
- Track bumpers numbered by John Hixson.
- 1000' of 80# rail being stacked at Fancher by Bill Reid preparatory to moving to Industry by tractor trailer.
- Two more loads of ties and switch timbers delivered per arrangements by John Hixson.
- Grass seed and crown vetch planted by Curt Boyer, Bill Reid, John Hixson, and Dan Cosgrove.

Construction Equipment:

- Broken hose on road grader replaced by Steve Huse and batteries charged by Bill Reid.
- Broken lug connection on Euclid bucket inspected by Steve Huse and Ted Strang and to be rewelded by Ted Strang.
- Pipes and fittings for outrigger cylinder on backhoe replaced (twice) by Steve Huse.

Plans for October/November:

Depot & Grounds:

- Continue cleanup and cleanout of all Depot rooms from South Waiting Room to North Baggage Room.
- Continue drainage ditching and culvert installation and plant grass and crown vetch to hold excavations.
- Continue work to level Depot foundation and repair broken and dangerous concrete aprons.
- Provide any additional layout required for Library and separate all working technical references into small room.
- Level and seed the areas between the tracks.

Track & Right of Way:

- Continue installation of drainage culverts starting north at the top of the hill. Ditch as necessary.
- Bring in two tractor trailer loads of rail from Fancher.
- Bring in ties and timbers from Industry school.
- Resume construction of main line north to NYMT over newly installed culverts, starting from switch #4.
- Continue construction of siding #5 north to switch #5.
- Continue planting grass and crown vetch to hold excavation.
- Grade final bottom before spreading ballast on hill.
- Submit plans for start and installation of cribbing around towers.

Motive Power & Rolling Stock:

- Consummate operational agreements.
- Bring in Stillwell coach and Pennsy hopper.
- Complete interior painting of E-L MU Power Car and reinstall seat cushions and window shades.
- Organize car parts storage for each piece of rolling stock in numbered lockers in DL&W baggage car.
- Start exterior metal patches on #4628 and DL&W baggage car.
- Paint east side of PINE FALLS in Pennsy tuscan red.
- Continue interior refurbishment of PINE FALLS roomettes.
- Winterize all rolling stock and motive power.

Construction Equipment:

- Replace broken hose on backhoe tractor.
- Repair bucket attachment on Euclid loader.
- Winterize all vehicles & M.O.W. equipment.
- Wire in generator and regulator on Rome grader.
- Paint box on dump truck.
- Install muffler on Trojan loader.
- Go over Chevy 1 ton Hy-rail truck.
- Install guards over pipes on backhoe outriggers.
- Install homemade air/oil cooler on Garnder Denver.
- Stencil Cutter.

Wanted:

- Tool crib honcho for Baggage Car #633 to maintain and sort tools and keep order in our house.
- Someone to adopt cab restoration for ER #6 diesel loco.
- More seat cushions for B&O Caboose #C2631 bunks and cupola.
- Hydraulic fluid and lube oil, 30 wt.
- Orchard/outdoor fork lift for moving ties.
- Tandem or triple axel tag trailer.
- One more step set for Erie Caboose #254.
- Metal stencil letter set in assorted sizes for old style letters.
- Metal stamp set for numbers and letters.
- Steel drill bits any size up to $\frac{1}{2}$ " diameter.
- Heavy outdoor 3 wire electrical extension cords.
- Small or medium sized bulldozer.
- 4x4 hardwood timbers for NYC flat car under decking.
- 32 volt light bulbs for PINE FALLS sleeper lounge.
- Reinforcing rod-ReBar-random lengths $\frac{1}{2}$ " - $1\frac{1}{2}$ " diameter.

Thanks To:

- Neil Bellenger for donation of electrical fittings.
- Charlie Harshburger, Steve Huse, and Rand Warner for donation of gasoline.
- Chuck Riedmiller for matching and donating Conrail blue acrylic enamel for LV #211.
- Owens-Illinois for donation offer for Pennsy hopper car in original lettering in very good condition.
- Norm Shaddick and Rand Warner for "challenge" donations of \$100 each towards 3-to-1 diesel fuel deal. This will net us 750 gallons through leveraged donation doubling by Griffith Oil Co.
- Steve Huse for donation of hydraulic hoses.
- Norm Shaddick and Tom Tischer for paint and supplies for E-L MU Power Car interior restoration.
- Rand Warner for donation of three log chains and tools.
- Chuck Riedmiller and Ted Miller for donation of LV #211 photos.
- Dave Monte Verde for operational arrangements for #211 loco and #254 caboose to raise restoration revenue.
- General Crushed stone for donation offer of clamshell crane.
- The typist and layout person of the Semaphore would like to thank whoever was responsible for donating the electric stapler. It is much appreciated.

FANATIC OF THE MONTH: Bob Cowan who drove 800 miles round trip to personally pick up FRA approved glazing for LV #211 at Essex, Connecticut.

SCROUNGE OF THE MONTH: Bill Reid who came up with over 100 lineal feet of assorted culvert material just as we really need it.

SHERIFF OF THE MONTH: John Hixson who caught personnel in the act of heisting our switch timbers and ties and exacted restitution on the spot.

TOP PRIORITIES:

- Depot & Grounds - Depot foundation
- Track & Right-of-Way - Drainage ditches and culverts.
- Motive Power & Rolling stock - Make LV #211 loco and Erie #254 caboose operational.
- Construction equipment - Repair bucket linkage on Euclid loader.
- Maintenance of Way Equipment - Refurbish Jackson Yard tamper prime mover.

THE 1986 CHAPTER ANNUAL PICNIC

By: Rand Warner

Our ever-more exciting Annual Picnic held Sunday, September 7, 17 the Oatka Depot Railroad Museum lives up to its expectations. The weather cooperated 100% with a nice day for a good crowd of people estimated at 70-80. Lots of good food, drink, and fellowship; and certainly no one could have gone home hungry. Our main attraction this year was our first live diesel double-header; featuring our new Lehigh #211, assisted by Eastman Kodak #6. The double-header lashup pulled our current freight consist of NYC flat car and BR&P/B&O Caboose #C2631. Attendees inspected new rolling stock, artifacts, depot, grounds, and some walked our newly and graded right-of-way all the way to the New York Museum of Transportation. We cleared a profit of over \$50.00 on this fun event thanks to the efforts of Bill and Lois Reid for potatoes, Steve Huse for corn, Peter Gores for beer, Dave Shields for pop, Marge Warner for coffee and tea fixings, Bill Mitchell the chef par excellence on grills for the meat, Dave Monte Verde and Rand Warner on cleanup detail, Marge and Rand Warner for arrangements and set up, and Jeff Baxter for diesel locomotive start up and maintenance. Hope all of you had as much fun as I did! Imagine what we might be able to feature for next year!!

On Sunday, September 14, two man detail of the Stores Committee, Dan Tomlinson and myself, traveled to the 3rd Annual TTOS Toy Train Meet held at the A & A Depot in Arcade, New York. It was a pleasant experience to once again smell the pungent odors of a working steam engine and to see the smoke and steam escaping into the air. However, this did not sell railroad books or other related items. It was a poor day for the Store.

Oatka Depot Railroad Museum:

Volunteers for the past month were as follows:

September 14 - Mike Byrne, Ed Maslyn, Stan Swackhammer, Bill Shute.
September 21 - George Bauerschmidt, Tom Bauman, John Redden, Don Shilling.

Calendar of Events:

November 2 (Sunday) Toy Train Collectors Society Meet, Minett Hall, Monroe County Fairgrounds, Rochester, NY, 9 AM - 4 PM.
November 9 (Sunday) Genesee Society of Model Engineers, Alexander Fire Dept., Alexander, NY, 9 AM - 2 PM.
November 16 (Sunday) Model Railroad Swap Meet, Corfu Fire Hall, Route 33, Corfu, NY, 9 AM - 3 PM.
November 22 & 23 (sat & Sun) Western New York Railway Historical Society Train Show, Buffalo Convention Center, Buffalo, NY, 10 AM - 4 PM.

Books & Other Merchandise Available in Chapter Store:

History of Railroad Accidents by Robert Shaw..Special Price....	7.00
Fairy Tale Railroad.....	17.95
Rails in North Woods.....	14.95
One Day, One Conductor.....Story of Lackawanna MU Cars.....	5.00
Lehigh Valley Passenger Cars.....	9.95
Lima.....NEW.....	38.50
The Route of Phoebe Snow by Sheldon S. King.....	20.00
Memories of O & W Power by Paul Carleton.....	10.95
American Shortline Railway Guide.....	12.95
1987 Chapter Calendars.....	3.95

NOTE: There is a 20% discount on all books for the members of the Rochester Chapter. Also, there is a 20% discount on the 1987 calendar for the members of the Rochester Chapter.



Philipsburg, PA, 8/18/86-
Conrail PPLX unit coal train
with Pennsylvania Power &
Light rotary dumper cars.
The unique thing about this
train is that it runs with
a Conrail Black Caboose.

THE 1986 N.R.H.S. NATIONAL CONVENTION

By: Steve Huse

The N.R.H.S. National Convention held in Boston was a three organization convention. The other two were The Railroad Enthusiasts and the National Model Railroad Association. Convention week was July 20-27. Aside from long lines at the registration table, the convention and the trips went very well, and the weather cooperated 99%.

On Monday, July 21, I boarded a Commuter Rail train for Gloucester, Mass. They use engines on both ends of the train, and they were F units and RDC's. In Gloucester I went aboard a whale watching ship. It took several hours to get out to that part of the Atlantic Ocean where we did see whales. We chased one whale for about an hour. After arriving back at the dock we were taken by bus to supper which consisted of corn on cob, one dozen clams and lobster. I personally ate three lobsters and was I stuffed. We returned to Boston by Commuter Rail.

Tuesday saw me boarding the T Red Line to Braintree, Mass., where we then boarded a regularly scheduled Cape Cod and Hyannis Railroad Train to Hyannis. Extra cars were put on the train for the convention people. This train is part of the Amtrak system. The engine was an ex-New Haven GP9. On the way to Hyannis we had to stop at the Army Corps of Engineer Vertical Lift Bridge to let a ship pass through. At Hyannis we stopped as the tracks didn't go any further and spent several hours shopping and sightseeing before returning to Boston.

On Wednesday we took buses to Gardner, Mass. to ride on the Providence and Worcester Railroad. They have approximately 10 passenger cars and one round end observation car. From Gardner we went to Worcester and then to Providence, Rhode Island. At Providence we used Amtrak's Northeast Corridor to Groton, Conn. At Groton the tracks go right through the Navy's submarine base. After leaving Groton we headed north to Worcester which is P&W's main yard and engine facilities. At Worcester we then boarded buses for Boston. During the trip we had one photo runby and one photo standby. A standby is where the P&W engine is spotted in the middle of a bridge and the passengers dodge city traffic to take pictures of the engine. The P&W cars and trip were very well run. The P&W people know what they are doing when putting on a fan trip.

On Thursday we boarded a regularly scheduled Amtrak train with extra cars at South Station Boston. The train used the N.E.C. to Mystic Seaport, Conn. Mystic is a re-creation of a 19th century seaport. I stayed on the train to Old Saybrook, Conn. At Old Saybrook we crossed the N.E.C. tracks on foot and boarded a steam train with the Valley Railroad. It is a twenty minute ride to the station and engine facilities at Essex, Conn. Our steam train was reserved especially for us that day. In Essex we had to wait while their regularly scheduled tourist train left the station ahead of us with a GP9. About ten minutes out of the station we detrained for a very nice photo runby. Almost nine miles from the station the tracks end and at this time some of us boarded a boat for a trip up and back on the Conn. river. After the boat ride and the return trip to Essex by steam train, we had time to walk around their station and yard. They have several steam engines, Amtrak E9 unit, Conrail U boat, two U.S. Army center cab diesels, Alco PA and 10-15 passenger cars from various years and in various conditions.

On Friday morning I attended the National Director's meeting. That evening was the annual banquet with W. Graham Claytor, Jr. from Amtrak as one speaker. The other speaker was Sir Robert Reid, Chairman of British Railways Board. Graham Claytor received a standing ovation. He said the last time he received a standing ovation in England, the trade unions walked out.

Come Saturday we boarded our own Amtrak train in Boston for the R.P.I. layout and Conrail's Selkirk yard. At Troy, New York, the train stopped to let the people out to see the R.P.I. layout, and I went on to Selkirk. The Selkirk engine repair facility was very clean. There were a lot of CR employees from supervisors to mechanics around to answer any questions. Most of the diesels they service and repair are General Electric. They do get some EMD units. In talking with the mechanics, some prefer to work on GE's and some prefer to work on the EMD's. We were able to walk around the entire shop area except the offices and inside the engine washing bay. On the way back to Boston we stopped in Troy to pick up the R.P.I. people and they said the layout was very interesting.

On Sunday we boarded buses in Boston for Kennebunkport, Maine to see the Seashore Trolley Museum. At one time regularly scheduled trolleys used the tracks we rode on. The museum is using a trolley maintenance building for their rebuilding of the trolleys. There are three other barns for storing trolleys, and one barn is used to store about 20 which have been restored to excellent condition. The other two barns hold about 50-75 trolleys in various states of repair and disrepair. There is roughly one mile of track in use, and work is in progress to acquire more land for more track. When we boarded the buses for the trip back to Boston, it started to rain.

The 1987 N.R.H.S. Annual Convention will be held in Roanoke, Virginia. The dates are July 29 to August 2, 1987. 611 and 1218 will be running depending on the insurance industry.



Alcos in the 80s! Picture taken at S-K Yard, Buffalo, N.Y., on 8/15/86. #506 RS3 rebuild, and 5016 RS11 just in from working SK-1.

Photo taken by Jamie Riedmiller

NOTE: IF PAYING IN CHECK FOR THE ANNUAL BANQUET ON NOVEMBER 8TH, PLEASE MAKE CHECKS OUT TO THE ROCHESTER CHAPTER NRHS.

THANK YOU.

MAINLINE NEWS

By: David Monte Verde

The often delayed birth of the Rochester & Southern Railroad, Inc., finally became a reality on July 21, 1986. In the general order Notice, issued by the B & O's Division Manager, G. S. Athanas, it was stated that "The Interstate Commerce Commission has today, July 20th, 1986, issued an order approving the sale of 103 miles of line of railroad owned by the Buffalo, Rochester, and Pittsburgh Railway Company (BRP) and operated by the Buffalo and Ohio RR Company to the Rochester & Southern Railroad, Inc., (R & S). Accordingly, all positions of the Buffalo, Rochester, and Pittsburgh Railway Company and/or the Baltimore and Ohio Railroad Company within this particular territory are abolished effective with the close of business today".

Train order #726, issued at 10:52 PM, July 20, 1986 made it operationally official as it annulled the 4th Subdivision from the Pennsylvania Division (the old BR&P) timetable #4.

The purchase had been recently scheduled for 12:01 on July 17th with the last southbound RD-97 scheduled for its normal (Mon-Wed-Fri) Wednesday departure on the 16th, but last minute approvals pushed it off again. The rumor was another 30 days. However, at 11:15 PM, on July 19th, a Saturday, it was revealed that the last 97 is boarded for 8:35 AM tomorrow morning at Lincoln Park. Minutes after receiving this call, the railfan grapevine went to work and a number of the faithful were on hand Saturday morning to see 97's power leave the Lincoln Park enginehouse for the last time. The day started out with a downpour and continued to be gloomy, as the weather seemingly has a tendency to be gloomy on last run days.

At 8:45, 97's power - a GP30 sandwich - with a B&O GP30 6916 lead, GP35 3554, GP40 4143, and CO GP30 3020 went out of the park for the last time. Engineer Jeff Bochman took the power to Brooks Avenue Yard to get his train as he, and his predecessors, have done since the early days of the BR&P. However, this would be the last day, for the R&S is not planning to use the Park's fueling and service facilities. These functions will be done at Brooks Avenue.

As the crew congregated in the Yard office to get their orders, an air of sobriety filled the room for the torch was being passed and not all of these old friends would find employment in the new Railroad.

At 9:55 AM RS-97 began its last run out of the Brooks Avenue Yard for Salamanca, and the BR&P finally left its hometown. 97 tied up that day in Salamanca at 5:00 PM.

Prior to the last run, the R&S management was lining up their new power. The delivery of the 6 X-CR GP40's from Sayre, PA, storage via Chrome Locomotive, had been delayed and the R&S management was forced to seek supplementary power.

With the expected start up date scheduled for July 17th, the R&S leased three P&LE MP1500's, 1585, 1597, & 1589. Upon their arrival a B&O crew was cabled to Salamanca to bring the light power to P&L Junction and hand them over to a G&W crew. This occurred at 10:45 PM on the night of the 17th.

On the evening of July 20th, the last official run on the 4th sub was the three P&LE's and the two remaining X-D&H, C424m's #62 & 63. They arrived at the Brooks Avenue Yard at 11:15 PM and the first R&S crew was called for at 12:01 AM on the 21st under the direction of conductor Peter Gores. The extra yard crew went about making up the first R&S southbound to be called RS-1 Rochester to Salamanca; its northbound counterpart is SR-2.

At 1:22 PM the first RS-1 departed Brooks Avenue with new road foreman and Engineer Scott Beckett operating a trio of locomotives #63 P&LE 1585 and 62 trailing 54 cars and a recently purchased B&O wagontop caboose still lettered B&O.

The first SR-2 left Salamanca with 50 cars and the same power consist at 12:40 PM on July 22, clearing Ashford Jct. onto their town tracks at 1:14 PM. A second RS-2 crew was called for 8:30 and cabled to Salamanca to bring R&S's #104 & 105, the long awaited X-CR GP40's, X-3063, and 3072 (the PC/NYC same #'s) and 46 cars north. As a result of engine problems, the train outlaid at Gainsville, NY, on the R&S at 8:30 AM. Power finally arrived with a relief crew at 9:35 PM to become the first R&S units to run the line. The rumor had been circulating that the units would be painted a reverse G&W scheme, basic black with orange lettering, and yellow highlights. However, they turned up as CR paint outs with a grey block beneath the cab and a red R&S 104-105 stenciled on. Number 102 X-CR/PC/NYC 3057 came north with SR-2 on Saturday, August 2, and has been sharing the Brooks Avenue Yard duties with the two P&LE's MP1500's, 1597 & 1589. Number 104 & 105 are at Retsof being worked. The remaining three GP40's are still to be delivered, but they are expected prior to the expiration of the 30 day lease on the P&LE units.

The R&S is operating with three-man yard crews. One crew "BY-1" from 6:00 AM - 4:00 PM and a second crew "BY-2" from 4:00 PM to the early AM. The road crews are comprised of two-man crews. If trains are over a certain number of cars, a third man is then added. The B&O is still doing the dispatching until the R&S gets their radio system in place. They plan to place repeaters at Caledonia-P&L Jct., Warsaw, Gainsville, and at Machias and dispatch like the G&W using verbal blocks.

B&O power is not forever gone from Rochester however, through unit coal trains for RG&E and Kodak the power supplied will be with B&O. SR-2 operated Chessie power 3747, 4167, 4445, & GP30 C&O 3021 on July 26th and the power was returned dead buried 10 deep in an SR1 consist on July 28th. It was recently announced that the B&O-R&S had negotiated the exclusive RG&E contract (away from Conrail) which will bring two unit trains a week, with B&O power, up the R&S.