

THE SEMAPHORE

The Newsletter of
**ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY**
Vol. XXXII No. 5

January 1991

PROGRAM NOTES

By: Ron Amberger

The next chapter membership meeting will take place on January 17 at the 40&8 Club starting at 8:00 p.m. Chapter member Dan Cosgrove will take us back to the 1940's and share with us his experiences as a signal towerman and train dispatcher with the New York Central. This will be an interesting and informative presentation that you will not want to miss!

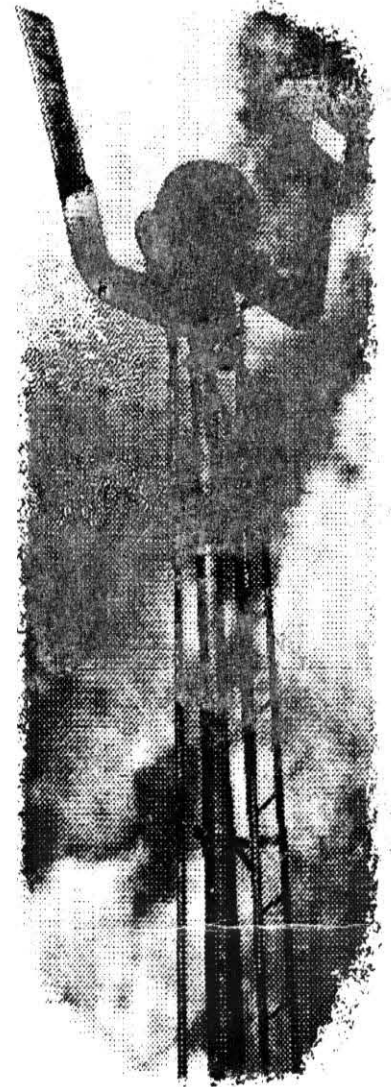
RICHARD F. TICKNER

Long time Chapter Member and very active participant Richard F. Tickner passed away on Friday, December 28 after a long illness. Dick will be sorely missed by all and our sympathy is sincerely extended to all his family and especially to his wife Mary Lou.

Dick was a Past President (more than once), Vice President, long time Director/Trustee, was Chairman of the Stores Committee and Depot Operation Committee until taken sick, and had served on Trips, Treasury, Publications, Secretary, Membership, SEMAPHORE, and other special ad hoc groups.

Dick was instrumental in establishing Chapter participation with the Livonia Avon & Lakeville Railroad passenger excursion operations when the LA&L RR was formed in the early 1960's. Dick developed our Chapter Store operation to a fine art over many, many years starting at the LA&L Livonia depot in the 1960's. A significant percentage of our Chapter Membership was recruited through Dick's efforts over the years. Dick participated in many ways with our Chapter's Museum, and initiated our Museum's public operations on Sunday afternoon, including Store set up and training of Museum docent guides.

We will long remember Dick for his tireless energy, leadership, enthusiasm and accomplishment for the Chapter, but we will never forget his courage, attitude, outlook and will in the face of overwhelming odds this past year.



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

New/reordered books/videos in the Chapter Store:

NYC Later Power	\$45.00
Thoroughbreds (NYC Hudsons)	\$40.00
Cabooses of the NH and NYC	\$15.00
Pennsy GG-1 Video	\$30.00
Cass Scenic RR Video	\$30.00
St. Louis Steam Celebration Video (NRHS Convention) ..	\$30.00
Horse Shoe Curve Video	\$40.00
Canadian Doubleheader Steam Video	\$30.00

Rochester Chapter NRHS members receive a 20% discount on all books and videos ordered through the chapter store. We have applied to become a dealer for Pentrex tapes, so we can get any Pentrex tape for you at 20% off!

As usual, give me a call if you'd like me to order any tape or video.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

JANUARY

- 10 - Operations Meeting - Industry**
- 17 - Chapter Meeting - 40&8 Club**
- 18-20 - Passenger Car Alliance Meeting - Buffalo, NY**
- 20 - Gratwick Meeting (TTOS) - North Tonawanda, NY**

FEBRUARY

- 7 - Trustee Meeting - 40&8**
- 14 - Operations Meeting - Industry**
- 21 - Chapter Meeting - 40&8**
- 22 - NRHS - Hockey Night**

APRIL

Spring Northeast Regional Meeting "Network New York" and Rochester Chapter's Annual Banquet. Date, location and program will be announced in February.

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ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

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Looking Back on 1990

- 1990, our first year of the last decade of the twentieth century, has certainly been an exciting year for our Museum. We have been blessed with several new, enthusiastic and talented volunteers who are making themselves felt in many ways.
- Our Motive Power group has gotten all our locomotives operating in 1990, has painted the LV#211, has accomplished much needed maintenance, and is investigating opportunities for steam, diesel, electric and RDC additions to our roster.
- Our Freight Rolling Stock group has continued interior and exterior restoration of our NYC Caboose, restarted exterior restoration of our BR&P Caboose, initiated interior restoration of our Erie Caboose, relocated our NYC Flatcar, and rehabbed the interior of our Erie Milk Car.
- Our Passenger Rolling Stock group has performed repairs and maintenance on our NYC Empire State Express coach, relocated our Erie Stillwell coach, improved the 32V dc system on the PINE FALLS, interpreted electrical operation of our Erie-Lackawanna MU Power Car, completely repainted the interior of our DL&W baggage car, significantly improved the utility of our B&O Tool Car, and is now investigating options for Head End Power generation and distribution.
- Our Track and Right-of-Way group has constructed over 1,000 ft. of new track, installed new culverts and drainage ditches, rough and fine graded the rest of the remaining right of way from NRHS to NYMT, completed construction of Switch #6, sold off about \$1000 worth of landscape ties, and ballasted about 1,000 feet of track.
- Our M.O.W. Equipment group has gotten both the Kalmazoo and Fairmont speeders operational, made our Jackson tamper fully operational and kept our Chevy Hi-Rail in constant use along with our LVRR push car. All this equipment has been used in track construction and/or at our Annual Picnic.
- Our Construction Equipment group has acquired use of a Bay City shovel, Brockway flat bed truck, Ford Ferguson tractor, Huber-Wabco road grader, and Rand air compressor. This equipment, in addition to our regular equipment, has been used in track construction, and for grounds and facilities maintenance.
- Our Buildings & Grounds group has completed work on the Depot foundation, painted the Depot, rebuilt walkways and drainage around the Depot, located and marked all sewer manholes, repaired broken sewer lines and cleaned manholes, improved roadways and access, cleaned excess materials and trash from Depot and Grounds and Platforms, and reorganized all interior areas of Depot.
- Our Signals, Communications and Power group has collected, consolidated and inventoried all equipment, installed extensive two-way radio communications, set up operating signal and auxiliary telephone systems, installed 110V and 220V underground wiring, installed new 200 amp service into Depot with new panel box, looked into future options for three phase power, overhead trolley power, underground power feed, and is bringing in additional signal equipment for installation on our right of way.
- Our Publicity/Outreach group has provided many group tours at our Museum facility to local school and nursery groups and other organizations. Radio, television and newspaper coverage of activities and our Museum has been significant, and a new brochure has been developed and our Museum has been listed in several different guide books.
- Our Operations group has operated the Depot store from June through October and provided guided and interpretive tours, with handouts, for our many Sunday visitors from Rochester, the surrounding area, many of these United States and a number of foreign countries.
- Our newly formed Train Operations group is working hard to lay a firm foundation of planning, organizing, practices and procedures for setting up initial passenger hauling operations by speeder, and later on, locomotive hauled trains.

Looking Ahead to 1991

- 1991 will be hard pressed to beat 1990, but the potential is everywhere for some really significant achievements, with your help and support and leadership.
- We may see our Motive Power group acquire additional equipment as well as continue maintenance, restoration, refurbishment, operation, training, inspection, painting and repair of our present locomotives.
- We would hope our Freight Rolling Stock group could complete restoration of our three cabooses this coming year, move our Pennsy hopper car onto our tracks for ballast service, and continue to improve the utility of our flat car and milk car. We are looking at availability of another car such as a box car.
- Our Passenger Rolling Stock group will be busy with HEP conversion of our Excursion Set for the coming season, and we would hope to make some headway with remaining steelwork for our Erie Stillwell open air excursion car. We have looked and will continue to look at options for PINE FALLS window work and steel work. With some luck, we might see DL&W colors on our baggage car and means for self-locomotion for our MU Power Car.
- Our Track and Right of Way group has a very good chance at a Golden Spike link up with NYMT trackage this year, subject to adequate supply of labor, materials and equipment. We will also be finalizing drainage, culverts and ditching. In order to permit operation of trains over new trackage, we must install ballast and tamp. We will also continue to sell landscape ties and other excess materials. Hopefully, we can extend siding #6.
- In our M.O.W. Equipment group, we hope to continue improvement of our speeder equipment towards initial passenger hauling capability, install on-hand fenders and sheet metal onto our dependable hi-rail truck, fine tune our Jackson tamper for extensive ballast tamping, and further automate our track spiking operation through additional use of air powered equipment.
- In our Construction Equipment group, we would look forward to selling our crane for cash flow, tuning up our Ford-Ferguson tractor, finalizing a flat bed for the Brockway truck excavating with the Bay City shovel, getting our Rom Grader back into service or replaced, and refurbishing our Ford boom truck. With our Bay City shovel as an example, and some help, we'd like to paint some of our other equipment.
- Our Buildings and Grounds group should see completion of new concrete aprons around the Depot, completion of new electrical service, plumbing improvements, professional landscaping, refurbishment and painting of baggage carts and other artifacts, stoning of walkways and parking areas, improved signage, improved access for elderly and handicapped, and general grounds cleanup for improved appearance.
- Our Signals, Communications & Power group will be completing the tie-in of our new 200 amp service, underground power distribution with vertical power head stanchions, extension of signal and telegraph systems, expansion of radio communication, collection of needed shortfall items, set up of initial track circuits, assisting with HEP installation on excursion set, tune up of traction motors and main generators on diesels, and plans for 250V dc and 600V dc power supply.
- Our Publicity & Outreach group will be coordinating media exposure and coverage, printing and distribution of brochures and handouts, coordination of tour groups and tour guides, and interfacing to other groups on the state school property complex - State Agricultural and Industrial School, Oatka Residence Center and B.O.C.E.S. I/EAST. We will also be pursuing funding assistance.
- Our Museum Operations group will be gearing up for a busier 1991 season with improved exhibits and displays, improved handouts and brochures, better appearance of buildings, grounds, walkways and parking areas, interactive and interpretive attractions, improved publicity and upgraded training.
- Our Train Operations group will be addressing motive power, equipment, insurance, safety, ticketing, advertising, restrooms, staffing, training, scheduling, introduction and integration for speeder powered locomotive, powered passenger trains as we continue to expand our Museum activities for the visiting public.

MOTIVE POWER

-Supt. John Redden - 594-2227

During the Fall, we continued light maintenance and operation of all three engines on our roster. We continued to work out the little bugs in the 211, and used the EK-6 and 79 for work train service. Later in the year, we winterized the two bigger engines by draining the coolant and setting up battery chargers for both. Norm Shaddick continued cab interior work on the EK-6. Norm also ordered new headlight bulbs for spares. John Redden and Norm replaced the North end angle-cock and air hose on the EK-6.

Work has continued on numerous Motive Power leads; thanks to Rand Warner, Dave Shields, Chuck Riedmiller, Jeff Baxter, and John Redden for information/follow-up on several possible acquisitions.

Plans for the Winter/Spring include: for the 211, we need to correct some fairly minor radiator leaks so we can re-install the shutters and grilles. We will continue to make preparations for paint touch-up and finishing trim as soon as time and weather permit. The EK-6 needs some cab roof leakage corrected. We are still looking for a Cummins L-6-1 diesel generator set for the North end. We are also planning the exterior repaint of engine NKP-79 back to its original black and yellow colors. We also ordered a set of new brushes for the main generator and traction motors on the 79, and expect to have them installed before the Spring fire up.

Thanks to all who worked on Motive Power projects this Fall.

National Director's Report

By Phil Schulz - 924-5092

As of the writing of this column, I have not received the minutes of the November directors meeting nor the proposed budget discussed at that meeting. When these documents arrive, I will share them with you. The next National Directors Meeting will be May 4 and 5, 1991 at Bethlehem, PA.

As mentioned previously, a meeting of the Northeast Regional Chapters (all of New York State, except New York City, which is in the metropolitan region) was held in Albany, NY for the purpose of getting together and sharing information. During the meeting, the Rochester Chapter volunteered and was chosen to host the next regional meeting. The meeting is tentatively scheduled for April 13 and 14 to coincide with our annual banquet.

The theme of the spring meeting will be "Network New York". Currently most of the regional chapters do not communicate with one another on a regular basis outside of swapping newsletters. Few, if any, have regular good communications with the management of the railroads which serve them (Amtrak, D&H, Conrail, etc.). To make matters worse, many organizations are not even aware of all the railway preservation groups that exist within New York State, several which are non-NRHS.

Since New York has neither a true state railroad museum or a state wide railroad preservation organization such as those found in Pennsylvania and New Jersey, it's important that we improve the communications among the various rail preservation units, the railroad and other interested parties. The result will be a stronger, more informed rail preservation community within New York State. A few of the benefits could be: a New York State newsletter, coordination of trip schedules to prevent overlaps with other trips, selling of souvenirs, books, tickets, etc. from different organizations in each others stores, and sharing of information on locations of rolling stock and other items up for sale.

What does this mean to you, the Rochester Chapter Member? Several things. First, your Chapter will be hosting a very important meeting that could have a major influence on rail preservation, both now and in the future. Second, this meeting cannot occur without the help of many people, so please volunteer. Third, you could have a hand in shaping the future of both the Chapter and the State Rail Preservation movement, so stay tuned and be prepared to step in and help out.

Next month, I will get into the details and needs for this meeting. If you have any questions, please contact me.

THANKS TO

- Carol Dow for copying technical and data rulebooks.
- John Hixson for cash donation.
- Jim Johnson for copying electrical and mechanical drawings.
- Neil Bellenger for picking up telephone equipment donation.
- Dave MonteVerde and Peter Gores for information on insulators.
- Art Emminghausen for technical books on electric traction.
- Kevin Johnson of Navy Seabees for arranging donation of industrial paints from Shaheens.
- Richard Barrett for large donation of hand tools, portable power tools, electrical and mechanical hardware and items for Chapter Library.
- Mary Lou Tickner for donation of work gloves and fuel mix.
- Jeff Carpenter for donation of night lights for Euclid loader.
- Dick Holbert for donation and installation of yellow rotating safety beacon on Euclid loader and for radio communications equipment.

Let's start the New Year with some Hockey Cheer!

First Annual Hockey Night, February, 22, 1991. Limited amount of tickets on sale now until January 25, 1991, only \$8.00 per person. Bring your family to see Amerks vs. Baltimore Skipjacks and have loads of fun!

For tickets, please send self-addressed stamped envelope to:

Mr. James P. Muller
46 Ridge Meadows Drive
P.O. Box 213
Spencerport, NY 14559
(716) 352-1549 - after 7 p.m.

Deadline for ordering tickets is January 25, 1991.

ALL ABOARD!

PRE-EASTER WEEKEND IN THE BIG APPLE!

Saturday, March 23 - Sunday, March 24

Here is your chance to see the Big Apple (New York City) under the guidance of The National Railway Historical Society, Rochester Chapter. You can go Easter shopping at Macy's, see the Empire State Building, the Museum of Natural History, the Metropolitan Art Museum, and many other activities.

The trip includes travel on Amtrak, room accommodations at the lovely Comfort Inn in the Murray Hill section of NY, a continental breakfast, and tickets to the World Famous Easter Show at Radio City Music Hall. This trip will be limited to 48 guests and includes 2 guides who have spent much time in New York City (Jim & Dianne East-NRHS Rochester members). We will leave on Saturday, March 23, 1991 at 8:55 a.m. from Rochester's Amtrak Station and travel as a group in our own Amtrak passenger car. We will arrive in Grand Central Terminal at 3:45 p.m. and catch a taxi to our Hotel (extra cost). You will have the early evening to yourself and the hotel can make recommendations for dinner, following dinner we will leave as a group for the show at Radio City Music Hall (8 p.m. show). On Sunday your guides will be available for suggestions on shopping, as many stores will be open at 10 a.m. for shopping. On Sunday at 6:30 p.m. the group will leave by prepaid transfer for the ride to Grand Central Terminal where you will board Amtrak's Lakeshore Ltd. at 7:10 p.m. for your trip back home to Rochester and an early Monday morning 2:23 a.m. arrival. The Lakeshore Ltd. will have a reserved car with reclining seats and pillows available for our trip home. The Lakeshore also has a full Diner which has waiter service available, what a better way to end the weekend than to have dinner along the Hudson river as we gently ride home!!

If you need any further info, call your NYC Trip guides, Jim & Dianne East at (716) 377-5389 anytime after January 20. The trip will be open to the public January 22.

Ticket prices:

Double occupancy - \$232/person
Single occupancy - \$278/person

(NRHS Rochester members receive a \$5 discount)

THE LEHIGH STATION Honeoye Falls, New York

The Lehigh Valley Railroad dates back to 1846, when the fledgling company was named the "Delaware, Lehigh, Schuylkill and Susquehanna Railroad." Asa Packer, who renamed the concern the "Lehigh Valley Railroad Company" in 1853, developed successful coal and canal operations in Eastern Pennsylvania. In 1865, Packer founded Lehigh University, at the LVRR's main headquarters of Bethlehem, Pennsylvania. At his death in 1879, Packer was a multi-millionaire.

During the 1870's, the Lehigh reached into New York State, taking control of the Geneva, Ithaca, and Sayre (Pa.) Railroad. (The Lehigh's famous Cornell Red color scheme relates to this development as thousands of students were ferried to and from the campus of Cornell University in Ithaca).

In 1891-1892, that grimy, brawling lakeport of Buffalo was fast becoming a major railroad center when the Lehigh Valley struck out from Geneva. After years of paying large rents to the Erie for trackage rights between Waverly and Buffalo, the LV completed its line from Geneva to Buffalo. This new stretch of road included a connection from Surrine Hollow (Rochester Junction) to Rochester, 13 miles to the north. The following year, the "Rochester Southern" as the branch was called, reached southward to Honeoye Falls, and in 1895 was completed to Hemlock, where the Lehigh planned a major lake resort.

The new line from Rochester Junction terminated at Monroe Street, Honeoye Falls, where a siding was placed for a converted box car to serve as a temporary station. Manned by Norman Yates with assistance from his wife Catherine, the agent's duties remained in their good hands from 1893 until 1932. They fully experienced nearly every phase of Lehigh railroading in Honeoye Falls - the erratic rise the steady decline, but not the sad demise.

In the Fall of 1894, ground was broken for an extension to a central location within the village. As workers inched the branch towards Lima, Livonia Center, and Hemlock Lake, others cleared a swath down to and across High Street that ended behind the M.&S. Pierce Lumber and Coal Company on Railroad Avenue. The William Wood house was purchased and relocated to a point just northwest of the present station. At first, villagers assumed the structure would become quarters for workmen, tools, and the like. Instead, it became the Lehigh's "new" passenger station. Merely a small house with a canopy attached, the station served Honeoye Falls for nearly 15 years. The structure may have been a bittersweet improvement over a box car, but the community clearly benefited when Lehigh Street was cut between Monroe and Railroad Avenue. The date was November, 1894. Residents had pined for many years for a safer route to the nearby New York Central depot. When produce and coal wagons jockeyed with buggies and democrat wagons along Railroad Avenue near Main Street, steam spewing locomotives presented constant worry to those with skittish horses. While the Central ignored the complaints (as it did with most "Peanut Branch" affairs), its competitor, the Lehigh, brought a happy solution to the matter.

After the turn-of-the-century, grumbling Lehigh Valley travelers felt the village deserved better passenger accommodations. Forty trains a week simply overshadowed the poor quality of facilities in the village. In 1908, John E. Dann brought a complaint against the Lehigh before the State Public Service Commission. He voiced the considerably supported opinion that the station was altogether disgraceful. Knowing they were on borrowed time in the matter, LVRR officials submitted plans for a new station and avoided a ruling by the Commission. The following May, construction on the new depot began and the old station (house) was removed. The Lehigh's President inspected the work site in September and, on October 20, 1909, the station was opened to the public. What a proud man Agent Yates must have been! The word was that Honeoye Falls' new station was a "more conveniently appointed and neatly constructed" facility than any on the LV mainline. It was perhaps only a slight exaggeration.

As the two excerpts describe below, the village had every reason to be impressed with its new railroad depot. In the Lehigh Valley's annual report on 1909, four new stations were constructed at a total cost of \$39,460 (Interlaken, East Waverly, Freeville, and Honeoye Falls)... less than \$10,000 for each one. And but one hundred yards away at the Central's homely little box - the "Peanut's" first and only passenger station in Honeoye Falls.

The ground floor plan of the passenger station is 24x44 feet, with a combination freight room, 21x51 feet, connected. The double waiting rooms are each 14x22 feet, with an office about the same size. The tintings of the ceilings and sidewalls are in water colors, from the floor to the chair-rail being a rich maroon. The rest being tinted in rich salmon color. The woodwork is finished with a rich green tint in the natural wood, the seats and furnishings being finished to correspond. The building is piped throughout for gas for light and heat. A ten-foot walk extends around three sides of the passenger station.

A heavy platform of reinforced concrete extends around the side and rear of the freight room, the approaches to which, as well as those to the depot, have been graded up with crushed stone. All of the concrete foundations and floor beams that carry through are of reinforced concrete, some of them 16x24 inches. The outside walls are finished with float concrete and rough cast. The canopy roof is supported with brackets, the roof being of slate with gutters and valleys of copper.

The Honeoye Falls Times, November 11, 1909

The terra cotta is not visible in the completed structure. It is in the form of hollow blocks, which are covered by plaster inside the building and by stucco outside. The fireproof qualities of the material were established by severe tests. An additional advantage, due to the fact that the 'dead air' spaces make the blocks non-conductors of heat, is that the stations are warmer in winter and cooler in summer than if they were of wood or brick. The buildings are also windproof, offering no opportunities for drafts.

The Honeoye Falls Times, December 28, 1911

Unfortunately, the Lehigh's sturdy station served the traveling public for less than 30 years. But those years epitomized the railroad's impact on small-town America. There were excursions to picnics and "The Little World's Fair" down at Hemlock, temperance meetings and lectures in Lima, plays and concerts in Rochester, and main-line adventures interrupted only with a change of trains at Rochester Junction. More commonly were the morning trains to Rochester carrying students and factory workers who, moments before departure, gave downtown Honeoye Falls a look of butterflies swarming towards the station. Of course, the "butterflies" returned on the evening train and the scene was repeated. And each day a freight chugged in along a siding track to serve the various types of wagons queued up to load or unload another day's bounty. Then, once the evening train had brought its cargo of travelers and townfolk safely home, the Yates' put the station to bed and paused until the process began again with the dawn.

Times inexorably changed as the "benzene buggy" grabbed hold of the American public. Passenger trains, especially on the branchlines, quickly became financially burdensome to the railroads. Both the Lehigh and Central turned to economical self-propelled trains, but the decline continued. Regular services on the Peanut Branch died in 1931 and the segment from Holcomb to Caledonia was scrapped before the decade ended. Lehigh passenger service below Honeoye Falls ended in 1935, and in August, 1937, gas-electrics #719 and #720 were annulled south of Rochester Junction. Except for a short period of mixed train service (a passenger car tacked on a freight train), Honeoye Falls had taken a major step out of the railroad era.

Freight service continued with its standard one train a day for another few decades. Walter Zwetsch (1932-45), Seymour Davis (1947-59), and E.C. Spencer (1965-73) were the three long-term agents to handle the railroad's duties after the retirement of Norm Yates in 1932. This writer recalls the 1950's and 1960's when the freight came down from the Junction around midnight and returned from Hemlock just before dawn. Surely many kids of the Fifties recall peeking into the Lehigh station window. There was old Agent Davis doing important railroad business amid a plethora of what today would be cherished items of railroadians - a goose-neck telephone, a telegraph key, lots of railroad record books, and a Seth Thomas clock. Decline was apparent in those years, but at least the agent's office retained a look of the Lehigh's halcyon days.

The decade of the '60's was especially unkind to the aging station. In 1963, one agent divided his work day between Hemlock and Honeoye Falls. Five years later, the New York Public Service Commission granted non-agency status to Honeoye Falls and soon the Lehigh Valley began efforts to sell the structure.

As the 1970's came and went, the few owners turned the inner part of the station into living and restaurant space, while failing to keep much semblance to its bygone days. Its real estate value rose with every "improvement", but its historical worth slid downward. Skylights popped from its roof and plate glass doors replaced heavy wood track doors that opened only when freight business was conducted. Wooden fences, which in past years kept livestock or a stray child from trespassing on the tracks, appeared atop the freight platform. In a feeble attempt to rectify all the wrongs done to the station, a "Black

Diamond Restaurant" sought to bring back the railroad people. Complete with a pseudo-logo black diamond on the waiting room doors (the Black Diamond was the Lehigh's name train), the idea, a possible success if done before the station's transformation, "derailed" almost immediately. Amid the disasters, the public-most part of the station, the waiting room and ticket window, survived somewhat intact. (One local resident retains a clear vision of a 1914 waiting room incident involving that ticket window and crusty Mrs. Yates.)

Meanwhile, the Lehigh Valley Railroad was itself struggling to survive. By late 1976, the mainline through Rochester Junction was gone and the old Rochester Southern was part of Conrail. In 1981, with sleepers turning to dust, weeds in command, and freights limited to 5 miles-per-hour, the line was permanently embargoed. Try as they might, the affected villages gave up the ghost and left the remains for the scrappers. Indeed, the scrappers appeared in 1984, and by year's end the iron road from Lima to Henrietta was a memory. (Lima to Hemlock was torn up in 1968.) Except for three local trestles (the "Mama", "Papa", and "Baby"), and the barren right-of-way, only stations at Rochester (1905), Hemlock (1907), and Honeoye Falls (1909), remain to tell the story.

In the new owners, Jerry and Judy Baumer, the Honeoye Falls station has been saved from further affronts. Much has been done to the old place and so much must be done to return some of its lost respectability. The Lehigh Valley Railroad put up the facility intending to be its landlord for a very long time. While the company has died, there is a legacy in its few remaining stations. Since all rails to Honeoye Falls are gone, our diligent efforts to maintain a link with a former era are exemplified by this station.

Locomotives of all kinds pulled alongside this building over the decades - steamers and diesels, "doodlebugs" and "Mother Hubbards", Ten-wheelers and Alcos. Passengers from every station in life passed through this depot on their way to very important business. Trainmen, trackmen, agents and shippers - all left a little spirit around the station and yards. And during and since, photographers, artists, and historians have stalked about in a never-ending attempt to bring those station scenes back to life. Who can imagine such effort if nothing remains to observe? Without reference points, how far can one's imagination go?

For the Baumers who have purchased the station for its historic character, and to those of us who are recording all that has taken place there, let us hope that future interested parties will appreciate the effort.

Paul S. Worboys

POSTNOTE: The writer is still seeking information on the railroads around Honeoye Falls. Please write to 9708 Barlow Road, Fairfax, Virginia, 22031, if you wish to contribute.

Membership Committee Report

Thomas A. Way, Chairman

December 21, 1990

Current Statistics

National Members held through Rochester	214
Local Membership (National affiliation elsewhere)	12
Family Memberships	31
TOTAL:	257

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New Members

W.G. Coleman & M.A. Campbell
2756 E. Lake Road
Livonia, NY 14487
Phone: 346-5079
Membership: Family

Robert F. O'Brien
122 Willowbend Rd.
Rochester, NY 14618
Phone: 244-2376
Membership: Regular

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CP/D&H GETS OPINION TO ACQUIRE SOUTHERN TIER LINE FROM CONRAIL

In one of the several agreement being hammered out between CP and Conrail, CP/D&H has been given an option to acquire the "Southern Tier Line" (the former Erie line) between Binghamton and Buffalo. Conrail has wanted to unload this line for several years, but New York State has kept CR on the line through various incentives.

It is possible that Conrail will retain the customers on the line, as they carry at least one 90-car coal train a week to the New York State Electric & Gas Milliken generating plant on the former Lehigh Valley line north of Ithaca on the east shore of Cayuga Lake; CR also serves an NYSE&G power plant at Johnson City, west of Binghamton. What may become of the former Erie line running from Hornell through Salamanca to Meadville, PA is unknown at this time.

The Southern Tier Line is not as valuable to Conrail as it was just a few years ago, but duplicates the service offered by the former New York Central mainline across New York State. The Erie was long known for its favorable high-and-wide clearances, but since the former West Shore line (Jersey Division) has had clearances improved in the past couple of years, the Southern Tier route has been deemed unnecessary to Conrail. [The Call Board - December 1990]

RIO GRANDE SKI TRAIN

Heading for Colorado to observe winter railroading? Tickets for the Rio Grande Ski Train went on sale November 1 for the 1990-1991 season. Tickets may be purchased by calling (303)296-4754. Coach class is \$25 - First Class, which includes a continental breakfast is \$40. Ski Train boarding begins at 6:30 a.m. at Denver Union Station and the train departs at 7:15 a.m. After the scenic trek through the heart of the Rockies, including Moffat Tunnel, the train arrives at Winter Park at 9:15 a.m. It departs for Denver at 4:15 p.m., arriving at 6:15 p.m.

A Colorado tradition for fifty years, the train was completely renovated in 1987 and carries 750 passengers in reclining seat coaches and two cafe-lounge cars. Ski Train officials estimate nearly 40% of passengers do NOT ski but ride the train for the spectacular mountain scenery. [NRHS News - December 1990]