

THE SEMAPHORE

The Newsletter of
**ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY**

Vol. XXXII No. 6

February 1991

PROGRAM NOTES

By: Ron Amberger

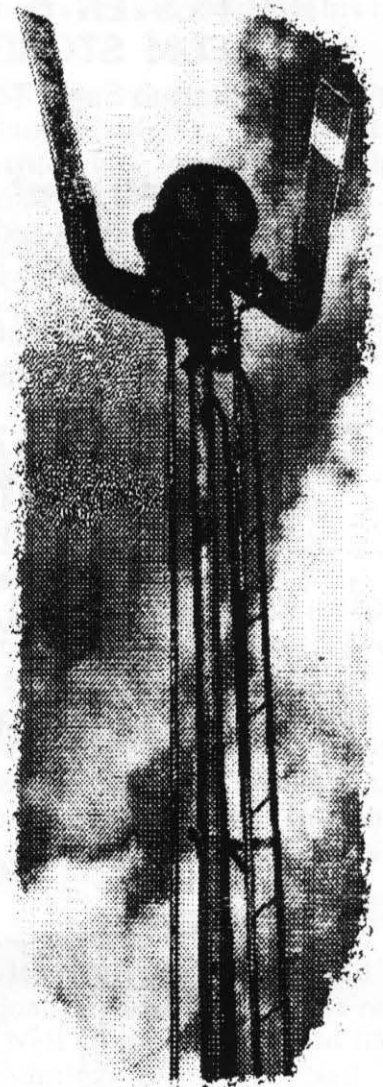
The February 21 meeting at the 40&8 Club starting at 8:00 p.m. will be a **MEMBERS SLIDE NIGHT**. There will be no special theme this year, just bring in your favorite slides that you want to share with your fellow members. You may bring your own tray or we will have trays available for loading your slides. Please put your name on your slides so that we can return them to you efficiently. A limit of 15 slides is suggested so that everyone gets a chance to make a presentation. My presentation will include some views of the Susquehanna's new Chinese SY steam locomotive.

CALL FOR PHOTOS FOR CALENDAR

The publications committee is again seeking photos for the 1992 calendar. Our apologies to all for the lack of a 1991 calendar. Photos submitted for the 1991 calendar will be used in the 1992 calendar. We still need some more black and white photos. Subjects may be historic, steam era, electric or modern. The only constraint is that the subject be located in Western New York. Contact Ron Amberger or Greg Marling.

5 COACHES FOR 2ND CAROLINIAN

The North Carolina Department of Transportation took delivery of five coaches in early January in its initial equipment acquisition to establish the second Carolinian. Four of the Coaches were purchased from New Jersey Transit and the fifth car came from the Chicago Northwestern. All five had been used in commuter service since the early seventies. The cars were delivered to the State Prison in Raleigh where the interiors will be gutted by prison labor. A private car rebuilder will handle the refurb and upgrading to Amtrak standards. [Old Dominion Chapter Highball]



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

Got the winter blues? The perfect cure is to sit down with a good Pentrex Railroad Video! I've been ordering and previewing some Pentrex videos and I've found that they are well-made, well-narrated videos. I think you'll find they're an excellent value!

Following are some of the Pentrex videos that are available, along with their run lengths and retail price (NRHS members subtract 20%):

St. Louis NRHS Convention (2 hours)	\$29.95
Copper Canyon (Mexico-80 min.)	\$39.95
Cass Scenic Railway (52 min.)	\$29.95
Canadian Doubleheader Steam (60 min.)	\$29.95
Horse Shoe Curve (Conrail-75 min.)	\$39.95

Remember, Rochester Chapter NRHS members receive a 20% discount on all books and videos ordered through the chapter store.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

FEBRUARY

- 14 - Museum/Operations Meeting - Industry
- 21 - Chapter Meeting - 40&8
- 22 - NRHS - Hockey Night
- 23 - ESPA/NARP - Annual Meeting - Albany, NY

MARCH

- 7 - Trustee Meeting - 40&8
- 10 - TTCS Rochester - Riverside Convention Center
- 14 - Museum/Operations Meeting - Industry
- 21 - Chapter Meeting - 40&8

APRIL

- 4 - Trustee Meeting - 40&8
- 11 - Museum/Operations Meeting - Industry
- 13 - Spring NRHS-Northeast Regional Meeting
- 13 - Annual Banquet - Rochester Brew Pub
- 18 - Chapter Meeting - 40&8
- 20 - Tioga Central Railfan Day

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**ROCHESTER & GENESEE VALLEY
MUSEUM WORK PROGRESS
REPORT**

-Chmn. Rand Warner - 248-8889
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General

Now it's really getting to look and feel like a true Rochester winter, but our Museum volunteers never give up. Work and progress continues in every single area of our various Museum activity groups. Some projects are done outdoors and some are done indoors but done they are with all your good help and support. If you're not already coming out, I'm sure you'd find something of interest.

The second Thursday evening of each month (that is the Thursday between the Board Meeting and the Chapter Meeting), we are continuing are Museum/Operations discussions and planning. These meetings, held at our Depot, are being expanded to address the broader activities of our total Museum, and the broader concerns of all our volunteers and management. Won't you please join us so we can share our ideas, goals and suggestions to better improve our Museum for the benefit of ourselves, our Chapter and the general public.

Under the Buildings & Grounds section, Dave Luca has laid out a comprehensive, detailed and exciting plan for use of all the areas of our Depot. This will give us a good and needed roadmap for Depot activities for the next several years. We will look forward to articles for our other sections which will similarly give us a roadmap for the "big picture".

Our thoughts are with Elmer Oakley and his family. Elmer, very active in our Store Operations, has been hospitalized since before Christmas.

Our thoughts also go out to Horst and Alice Bruns. Horst has been recently hospitalized. Horst is a past President.

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M.O.W. EQUIPMENT

-Supt. Norm Shaddick - 865-2773
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Prior to the onset of heavy frost, tamping of the main line between switches 5 and 6 was completed.

Thanks to Dick Holbert, the hi-rail truck is now equipped with a flood light, which will allow for

extended operating hours for Bill Reid and his track gang!

The Fairmont speeder has received a tune-up by John Redden and Norm Shaddick. The front rail gear on our hi-rail truck has been adjusted in an effort to cut down on derailments.

Work to be completed in the months ahead include rebuilding some of the hydraulic cylinders on the Jackson Tamper and installation of new sheet metal on the hi-rail truck.

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BUILDINGS & GROUNDS

-Supt. Dave Luca - 288-0318
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Additional progress has been made with the Depot since the last Buildings & Grounds report. Several chapter members under the direction of Joe Scanlon installed perforated plastic drainage pipe in a bed of pea gravel around the south half of the Depot. When the weather improves (ground thaws) work will proceed on the north half. This should eliminate the swimming pool conditions we encountered from time to time in the basement.

The upgrading of our electrical service to 200 Amps continues with Neil Bellenger and Jim Johnson providing dual leadership. I won't repeat the details found in Neil's report but would like to make note of the countless hours that Neil, Jim, Mike, Charlie and others have spent on this project. I remember all the fun we had working on the BR&P caboose a few years ago and having to time share the power line coming out of the baggage car. Thanks guys!

In Rand's report, he alluded to some ideas I presented at the last operations meeting at the depot (January 10, 1991). My suggestion was to continue with our project of restoring the south waiting room to it's original appearance and have it become the starting point for our visitors. All of the guided tours would originate in the waiting room. A supervised visit to our restored agents room would be the first stop on the tour. The north waiting room will become our Chapter Museum office and limited technical library until other space becomes available. This area will be off limits to the general public for the time being. The vending machine area will remain in the baggage room and open to the public. Converting the basement into a workers locker room with shower will continue and direct access to this area from

outside will be investigated and installed if practical.

Plans in the near future include completing the drainage project and installing new concrete aprons. Inside, we will be making floor repairs to the south waiting room and agents room. Before an office/library can be set up, the north waiting room has to be emptied and the floor needs upgrading. If you would like to help out or have additional ideas, please check with me first or attend one of the planning sessions held at the Depot on the second Thursday of the month.

PASSENGER EQUIPMENT

-Supt. Bob Miner - 671-3589

Daylight is getting longer and June is only four months away. Our first charter is on May 5th and that's less than three months away! The Empire State Railcar owners and the Chapter plan to wire the coaches so a generator on the head end can supply electric power to run the lights, air conditioning, etc. This will give us the ability to operate more than once a week and free us from the labor intensive job of battery charging. Until we have a generator, installing this wiring will allow us to charge the batteries on each of the cars (one or two cars at a time) from one location. Therefore, we are also planning on installing a semipermanent extension to the wayside battery charging plug at OMID in Sodus. This will allow us to charge the batteries when the coaches are on the siding and remove our dependence on the RR to spot the cars. Having the coaches wired by June is very important and will require help from the Chapter members. We will be also working on installing diaphragms between the coaches, checking and repairing exhaust fans, cleaning all of the voltage regulators and finishing up with the PA wiring. We will need two more step stools for use on the coaches at Sodus. If anyone is willing to build them please let me know.

I know that there are a lot of projects underway at the depot. Most of the projects are important and will convert our Depot, rolling stock and various collected items into a working Railroad Museum. The excursions that we run on OMID are also just as important, since the trips generate income which the Chapter can use to finance the other projects we're involved with. If you would like to help out with any of the projects I outlined above, give me a call at 671-3589. I will be at Sodus some

weekdays and most Saturdays. If you decide to come out, please call me first, so you don't end in Sodus on a day I decided to work at the Depot.

POWER, SIGNALS & COMMUNICATION

-Supt. Neil Bellenger - 359-9985

Once again the electrical staff managed to keep the supply slightly ahead of demand for the Year End Party in January. Each year as our capability increases to supply more circuits, more lights, and more load; more lights and more load somehow appear.

Special thanks to Jim Johnson, Mike Dow and anyone else who helped with the electrical set up, including some last minute circuit rearranging to equalize loading.

Outdoor receptacles have been installed and energized for tracks #4 and #5 by Jim Johnson and Charlie Harshbarger.

The overhead lighting in the Depot Baggage Room is being upgraded. Additional metal shaded lights have been installed. This should brighten the area significantly without changing the character of the room.

The inventory of signal and telephone equipment is being cataloged and sorted by Mike Dow on a continuing basis.

As the weather improves this Spring, we will be painting the outdoor power stanchions to increase their ability to withstand the weather and to make them more visible to the operating crew.

Also this Spring we should be able to start installation of signals outside of the yard area. We have on hand all of the equipment necessary to install an operating semaphore signal except suitable signal foundations. In order to support the weight of signal equipment, withstand vibration, and resist overturning forces, most Railroads use precast interlocking concrete sections designed expressly for that purpose. Most of the modular concrete sections, sometimes six feet or more in height, were installed below grade. Usually the only part visible is the top most circular concrete ring that the signal mast is bolted to. When railroads removed signal masts, the foundations were left in place due to the expense of completely excavating and disassembling the sections and

refilling the holes. For this reason, signal foundations are almost never available for donation and removal as other signal equipment is. Until we can obtain foundation components, or suitable substitutes, any work done to set up semaphores or light signals would be wasted effort. If anyone knows of signal foundations that might be available, please see Neil Bellenger.

Joe Scanlon has suggested that we might be able to cast our own foundation sections. With Joe's construction experience, this could be a viable alternative.

THANKS TO

- Harold Crouch for inspection assistance on motive power.
- Eugene Redden for rounding up real journal and lube oil.
- Victor Parmeter for info on construction/heavy equipment.
- Kevin Johnson and Dave Shaheen for industrial paint donation.
- Wayne Morrison for offer to haul signal equipment.
- Neil Bellenger for delivering signal and telephone insulators.
- John Redden for coordination of long distance inspection trip.
- George Bauerschmidt for offer of use of bull floats for concrete work.
- Scott Carpenter for railroad equipment and technology leads.
- Chris Hauf for leads on motive power and rolling stock.
- Steve Huse for leads on possible boom trucks.
- Charlie Harshbarger for laying in consumables stock.
- Larry Kasner and Ted Strang of NYMT for machining pins for loader.
- Jim Deane for offer of structural angle to repair turntable.

RAILFAIR 91

Coming to historic Old Sacramento, California, May 3-12, 1991. The power...the majesty...the spectacle...and the pageantry of one of the world's greatest collections of operating steam locomotives, railroad equipment and exhibits from across America and as far away as Great Britain...together in one place...at one time...Come to Old Sacramento and see...

- The world's largest operating steam locomotive - UP No. 3985
- The most famous steam locomotive in America - Daylight, SP No. 4449
- An operating replica of the nation's oldest steam locomotive - John Bull
- British locomotives never before seen in this country - Locomotion, Duke of Gloucester, and GN No. 1247... and dozens more...

Railfair '91 will have something for everyone...Older folks will be fascinated with the nostalgia...and everyone will be intrigued by the sheer size and majesty of a form of transportation many have yet to experience...Children of all ages will marvel at the toy and model trains, and the live steam locomotives...There will be an extensive exhibit of railroad photography and art...and the Railroad Musical Revue will capture the hearts of fair goers as locomotives roll across the stage in a musical salute to railroading...Railfair '91 will commemorate the Museum's 10th anniversary with a grand spectacle emphasizing the history and diversity of the railroad industry. It is destined to be remembered as the great railroad event of the second half of the 20th Century.

Tickets...

Sacramento Convention Center Box Office:
(916)442-7827

Northern California BASS Ticketmaster: (916)923-BASS

<u>Pre-Sale Prices*</u>	<u>Adult</u>	<u>Child(5-12)</u>
General Admission	\$8.00	\$4.00
Railroad Musical Revue	\$6.00	\$4.00
Joint (Grounds/Revue)	\$12.50	\$7.00
5-Day Special (May 6-10)	\$25.00	\$12.50

*All prices in U.S. dollars

NATIONAL DIRECTOR'S REPORT

By Phil Schulp - 924-5092

I now have the minutes of the November Director's Meeting and the 1991 National Budget, 28 pages total! The meeting was held at the Rivermont Inn in Owensboro, KY. The meeting was called to order at 8:35 and the minutes of the June 15, 1990 Summer board meeting at St. Louis were read, amended, and approved. The election of new Directors was held, then all non-contested National Officers were elected by acclamation. Elections were then held for regional Vice Presidents.

President Wood reappointed committee heads and presented his report. He stated that about 35 of the films in the Dodge film library were in poor shape physically, or were one-of-a-kind and should not be distributed until restoration can take place and copies can be made.

Two charters were approved, the Gold Spike chapter in Utah, and the Southern California chapter at Barstow. The Barstow chapter was chartered with 171 registered members, a new NRHS record for new chapters.

I'm including a summary of the 1991 National Budget and the 1990 Annual Convention in St. Louis. Anyone wishing additional information should contact me and I will provide it to you. Also, I'm still looking for additional volunteers to help out with the Northeast Regional Meeting we're hosting on April 13. If you are interested, please see me at the Thursday Chapter meeting or give me a call.

1990 Annual Convention
National Railway Historical Society
Held at St. Louis, Missouri
June 14-17, 1990

	<u>1990</u>	<u>1991</u>
Total Income		\$329,976.00
Rail Operations Expenses	146,544.50	
Non-Rail Expenses	70,751.00	
Administrative Expenses	<u>27,175.34</u>	
Total Expenses		<u>\$244,470.84</u>
Net Income		\$ 85,505.16

The NRHS Convention Manual (July, 1989) provides distribution of the Convention proceeds as follows: "50% each to the Host Chapter and the National of the first \$6,000 net; 90% to the Host Chapter and 10% to National of all net over \$6,000."

National Railway Historical Society Summary Budget, Year 1991

	<u>1990</u>	<u>1991</u>
<u>Income</u>		
Total General	\$204,409.98	\$216,240.00
Total Restricted	27,985.41	24,200.00
Total Sales/Rental	<u>1,366.88</u>	<u>1,700.00</u>
Total Income	233,762.27	242,140.00
<u>Expense</u>		
Total General	\$189,698.15	\$200,780.00
Total Restricted	2,373.28	4,000.00
Total Sales/Rental	<u>190.45</u>	<u>12,600.00</u>
Total Expense	<u>192,261.88</u>	<u>217,380.00</u>
Total Surplus	41,500.39	24,760.00

AMTRAK ORDERS LOCOMOTIVES

Amtrak will acquire 52 new diesel-electric passenger locomotives from General Electric Transportation Systems. GE will design and produce three different varieties of locomotives for Amtrak.

The first twenty locomotives, 3200-horsepower units with features similar to Amtrak's F40PH's, will supplement Amtrak's current fleet. These will be based on the Atchison, Topeka & Santa Fe Dash 8-40B (AC/DC, wide-nose, narrow-hood), modified to provide head-end power. GE is committed to begin delivery of these units in the first quarter of 1992.

The second group of 22 units - called the AMD-103 - will be lighter 4000-horsepower high-performance locomotives which ultimately will reduce the number of units needed on some long-haul trains. Delivery of these locomotives is scheduled to begin in the first quarter of 1993.

The final group of ten AMD-103's will be 3200-horsepower dual-mode locomotives with third-rail capability. These will replace the aging FL9 fleet in service into New York (NY) from the Empire Corridor. [The Lake Shore Timetable]

Membership Committee Report

Thomas A. Way, Chairman

January 17, 1991

Current Statistics

National Members held through Rochester	217
Local Membership (National affiliation elsewhere)	12
Family Memberships	31
TOTAL:	260

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New Members

Leonard Ressel
30 Glen Acre drive
Pittsford, NY 14534
Phone: 334-9166
Membership: Regular

Robert R. Richardson
50 Martinot Street
Rochester, NY 14609
Phone: 288-3320
Membership: Regular

Robert L. Stear
333 Oxford Street, Apt. C
Rochester, NY 14607
Membership: Student

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All members should have received dues notices in the mail in November. If you haven't paid up yet, please do so now. If you have a problem connected with dues-related matters, please contact me at 556 Hurstbourne Road, Rochester, NY 14609 (716) 482-5787.

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SINCERE THANKS

William and Marian Gordon wish to express their sincere thanks for all of the cards, letters, Christmas greetings, etc. which they have received. Bill is doing fairly well and welcomes visitors. Bill's address is Wesley on East, Goodman Gardens, 8 North Goodman Street, Rochester, NY 14607. They also ask that any additional cards or letters be sent to this address.

May 25-27 (Memorial Day Weekend) BR&P/P&S Private Car Excursion

Rare mileage trip over the Buffalo & Pittsburgh RR, Pittsburgh & Shawmut RR, The Knox, Kane & Kinzua, and the Rochester & Southern. May 25, leave Buffalo, NY via New Castle and Butler. May 26, leave Butler via Mosgrove, Kittanning, Brockway, Mt. Jewett and Marienville. May 27, leave Marienville via Kinzua Bridge, Mt. Jewett, East Salamanca to Rochester, NY. Equipment: Caritas, Cimmaron River, Dover Harbor. Fare: \$995, Roomette Supplement-\$300. Info and reservations: Yankee Clipper Rail Tours, P.O. Box 100, West Lynn, MA 01905 (617) 594-3082.

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THE SEMAPHORE

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ROCHESTER CHAPTER

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SEMAPHORE DEADLINE:

Deadline for the March issue is March 2. Please send your articles to Dave Luca at 983 Winton Rd., N., Rochester, NY 14609.

CHAPTER MEETING:

February 21, 1991 - 8:00 p.m.
40&8 Club
933 University Avenue
Rochester, NY

