

THE SEMAPHORE

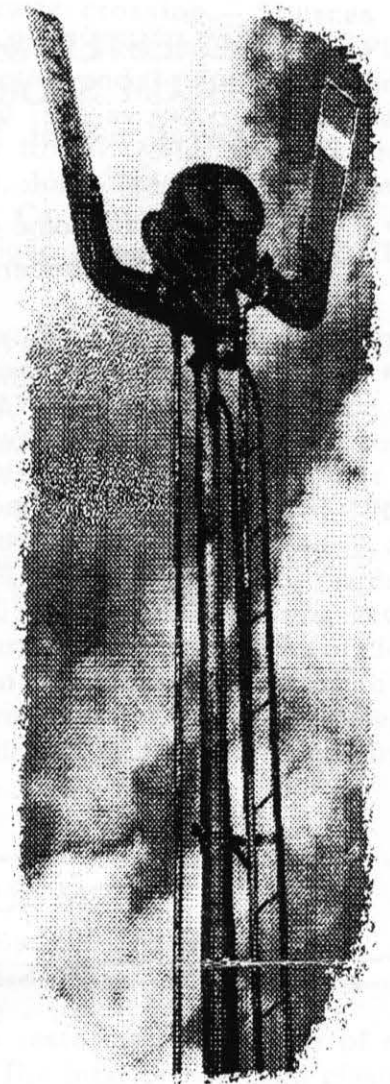
The Newsletter of
**ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY**
Vol. XXXII No. 7

March 1991

PROGRAM NOTES

By: Ron Amberger

The March program will be a Rochester traction extravaganza presented by chapter member and noted traction historian Sheldon King. Mr. King has written a number of books on upstate traction as well as two books about the Lackawanna Railroad. The program will commemorate the fiftieth anniversary of the abandonment of the city street car lines. The program will feature slides and movies and sounds of the subway. The program will focus on the street car lines but also will include material on the interurbans and the subway. The subway segment will feature movies by Bill Chapin as well as some movie footage from Tom Kirn's collection.



ESPA ANNUAL MEETING

By Jeff Levine

The 1991 Empire State Passenger Association annual meeting was a great success as over 100 members "trained" their way to Albany to hear guest speakers Paul Resitrup, former Amtrak President and High Speed Rail Association Director, and N.A.R.P.'s Executive Director Ross Capon. Outgoing President Lew Hoppe reviewed our very successful year which included the allocation of funds for the double track West Side Connection; the addition of a Syracuse to N.Y.C. train (now we need one from Rochester to New York); an extra Albany to N.Y.C. train; and just last month, Amtrak gave its o.k. for a station stop at Lyons, N.Y.

As usual, however, the fight continues. We are now asking all E.S.P.A. members to take a moment to write your state legislators. New York State will soon be developing a long term funding plan for highways and mass transportation and we must now stress the need to support planning for more and better intercity rail.

Thanks for your continuing support for E.S.P.A. and as always, if you have any questions or comments, please feel free to contact me.

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

Following are some of the new books/videos in the Chapter store, along with their retail price (NRHS members subtract 20%):

| | |
|---|---------|
| History of the NYC | \$15.95 |
| America's Colorful Railroads (Ball) | \$19.95 |
| Pennsy GG-1 Video | \$29.95 |
| Turbines Westward (UP) | \$31.95 |
| Narrow Gauge Annual (#10) | \$29.95 |
| Budd Car - The RDC Story | \$49.95 |
| Galloping Geese - Rio Grande Southern | \$9.95 |
| Steam Spirit (N&W) | \$6.95 |
| Yellow Cars of LA | \$29.95 |

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

MARCH

- 14 - Museum/Operations Meeting - Industry
- 16,17 - Finger Lakes Rail Fair - Ithaca
- 21 - Chapter Meeting - 40&8

APRIL

- 4 - Trustee Meeting - 40&8
- 6 - Last Train to Grand Central #64
- 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

MAY

- 2 - Trustee Meeting - 40&8
- 3-12 - Railfair 91 - Sacramento, CA
- 9 - Museum/Operations Meeting - Industry
- 10-12 - AAPRCO Eastern Region Meeting - Pittsburgh
- 16 - Chapter Meeting - 40&8
- 25-27 - BR&P/P&S Private Car Excursion

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

-Chmn. Rand Warner - 248-8889
.....

General

- Well, winter is almost over (we thought). And, then the ice storm of the century hit the area. I'm writing this report by candle light as our power has been off two days and will probably be off two more days. I'm sure many of our Chapter members have suffered considerable hardship from this freak storm.
- We're anxiously looking forward to many intensive Museum construction activities to pick up as soon as the weather breaks, the ice goes out and the ground dries up.
- At the Depot we'll be finishing our drainage project around the foundation and then we'll be putting in the long awaited concrete. We'll also be finishing up the 200 Amp power changeover and the underground power distribution system. Inside the Depot we'll be preparing our new office area in the north waiting room. In the basement we'll be finishing our volunteer wash up area with shower. Outside the Depot we'll be starting our landscape effort.
- Out at Sodus, we'll be working on the excursion train set for the coming season. The big project this year is installation of wiring on each car to permit train-lining to charge batteries, and to permit Head End Power (HEP) to run air conditioning. A special diesel-generator baggage car is under construction by Empire State Railcar.
- We hope all of you will find a chance to come out and see some of the activities and help support our Museum tours and Excursion trips.

.....
TRACK & RIGHT-OF-WAY

-Supt. Bill Reid - 589-1214
.....

Track was spiked another several rail lengths, permitting operation of locomotive EK#6 to within a hundred yards of blue flag at end of track. The frog was replaced at switch #6 and the stub spur is being dismantled preparatory to excavation and

construction of sewer crossing. Sources for additional ties and ballast were investigated. Plans were made for relocation and tie in to Southend of NYMT track. Guard rails at switch #6 are being reworked. Thanks to Bill Reid, Dick Holbert, Charlie Harshbarger, John Redden, Jeff Bochman, Rand Warner, Jeff Carpenter, Mike Dow, Jim Johnson, Neil Bellenger, Norm Shaddick and Chris Hauf.

Our plans for the next two months include having a contractor install sewer crossings at manholes #6A and between #19 and #20 so track construction can be continued north at NYMT end of track and south from switch #6. Final grade and ballast of remaining right-of-way from northend of NRHS track to south end of NYMT track. Remove and relocate NYMT track at south end from manhole #19 to manhole #20 westward away from sewer line. Truck in another couple hundred tons of clean stone ballast to go on new grade preparatory to tie placement on last stretch of open track gap. Begin excavation and grading of new siding south from switch #6.

.....
FREIGHT EQUIPMENT

-Supt. John Myers - 334-3948
.....

Chris Hauf has been restoring the interior of our Erie Caboose #254. The interior has been cleaned and the windows and window frames are being rebuilt. The interior paint color scheme is being investigated. We are trying to determine, acquire and install any missing interior hardware, fittings or furnishings so we can back date this caboose to later years.

We are continuing with the exterior restoration of the NYC Wood Caboose. The door and lock arrangement at the south end will be repaired. We will continue the removal of all plywood over siding. Quotes are being sought on cedar or fir siding and installation on the east and west sides.

Exterior restoration of the BR&P Wood Caboose will continue with the removal and replacement of the siding on the west side. After this, we will paint the new siding and finish installing new windows on the sides and cupola.

Restoration of the Erie Steel Caboose will continue with interior and exterior painting. We will determine the lettering scheme and acquire or prepare stencils.

CONSTRUCTION EQUIPMENT

-Supt. Steve Huse - 381-1012

Valve extension adapters were put on all tires of Euclid loader by Rand Warner. Work lights have been added to Euclid loader by Dick Holbert and Jeff Carpenter. Arrangements were made for contract help on repair of construction equipment. Bee welder, air compressor and rented sewer auger were used in unplugging blocked sewer line between manhole #1 and #3.

Future work includes adjusting steering clutches on Balmar backhoe tractor and rebush/replace loose pins. Repair leaking hydraulic cylinder for blade shift on Huber Wabco road grader. Continue critical work on Towmotor outdoor forklift. Put Bay City shovel into service loading ballast and excavating right-of-way. Continue the search for a replacement boom truck cab & chassis. Put the Gradall back into service for Spring construction. Ready dump truck for hauling stone to right-of-way job site. Activate fork lift truck(s) for hauling and loading ties. Pick up and deliver Gravely tractor mower.

THANKS TO

- Neil Bellenger for donation of battery and charger for cordless drill.
- Jim Johnson for donation of T-handle hex wrench set.
- Marge Warner for new WEN all-saw and heavy duty extension cord.
- Don Schilling for offering to co-chair our museum operations group for the museum tours and docent guides.
- Joe Scanlon for offer of Ford 4000 heavy duty outdoor forklift with rough terrain tires, and for arranging review of surplus LeCesse construction equipment.
- Charlie Harshbarger for picking up trays, cabinets, and shelf organizers for tool car.

WANTED

Now, if we only could have...

People

- To chair Endowment Fund
- To chair Capital Fund Drive
- To work as Museum tour guides
- To co-chair Museum Operations

Skills

- Plumbing
- Heating, Ventilation & Air Conditioning
- Sign Lettering Painter
- Landscape Gardner

Tools

- Mason tools
- Electrician tools
- Plumbing tools

Supplies

- Clean ballast
- Fine crushed stone
- Engine lube oil
- Hydraulic fluid

Machinery

- Bench top belt/disc sander

Materials

- Switch timbers
- Relay ties
- Poured concrete

SPECIAL NOTICE

If you haven't sent your dues in, this will be the last issue of The Semaphore you will receive. We value your participation, so please address this matter at once. Dues should be sent to Tom Way.

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| 1991 NRHS NATIONAL CONVENTION - HUNTINGTON, WV - AUGUST 7-10 |
|--|

LOWVILLE & BEAVER RIVER RAILROAD

By David J. MonteVerde

On January 30, 1991, the sale of the 11 mile New York State shortline, the Lowville & Beaver River Railroad was consummated between Specialty Paperboard and the Genesee Valley Transportation Company. Specialty had acquired the rail line in its 1987 purchase from Boise Cascade of the two paper mills in Beaver Falls.

The line's history dates back to 1906 when a group of enterprising businessmen and farmers bonded themselves to provide a rail connection between the fertile farm area of northwest Lewis County and the county seat in Lowville where an interchange with the New York Central would in turn give the farmers direct access to the huge New York City milk market.

The line continued to provide freight and passenger service to the agrarian base customers and the Beaver Falls mills while its ownership was subsequently bought up by the mill. Passenger service was discontinued in January 1947 and in that same year the line purchased their first diesel locomotive, a General Electric 44 tonner #1947. Back up steam operations were excessed in 1950 when the railroad purchased a second GE 44 tonner, #1950. Both units remain on the property as the operable motive power for the L&BR.

During the 1980's, the cost of taxes, insurance and maintenance of the rail line became an increasing burden to the mill. In December 1989 the Specialty Paperboard decided to shut down the rail line. It was at this point that a local community leader and businessman, Livingston Lansing of Boonville, New York, interested the principals of the Batavia based Genesee Valley Transportation (GVT) Company in a joint venture to purchase the rail line. Mr. Lansing, throughout his life, has had a continuing mission to promote the economic growth in the North Country. His recent purchase of a Shay Steam Locomotive is another effort to promote tourism in the North Country, and the L&BR offered an ideal home for the steam engine.

The Genesee Valley Transportation Co., on the other hand, has been involved with the purchase, sale and leasing of locomotives and rolling stock over the past 8 years. In 1989, it began the operation of a shortline railroad, the Depew, Lancaster & Western Railroad in the metropolitan Buffalo area. GVT was formed by five investors from the Rochester, New York area: Mssgs David. J. Monte Verde, President; Jeffrey P. Baxter, Sr. Vice President of Operations; Charles J. Riedmiller, Vice President of Marketing and Treasurer; Michael D. Thomas, Vice President of Business and Development; and John S. Herbrand, General Counsel and Secretary.

The new owners of the L&BR are looking forward to restarting operations, and they are pleased with the excellent attention SPI paid towards the maintenance of the equipment, buildings, track, and right-of-ways.

SPI's traffic manager expects to soon begin the inbound shipments of Alum, Latex, and pulp. Also, SPI has informed the railroad that it will be shipping outbound loads of finished products to two of their new customers. This will be the first time in 15 years that the L&BR has handled outbound commodities. An additional shipper on the line, Farney Feed in Croghan, is also looking forward to the resumption of rail service to help reduce their inbound transportation costs.

The new management is looking forward to promoting their new motto of "Friendly Customized Rail Service" while rebuilding the L&BR's freight traffic base. Also, with Mr. Lansing's steam locomotive on the property, and the prospects of an access to a second steam locomotive, the L&BR is looking into the opportunity of instituting passenger excursions over the L&BR which has not had passenger service since January 1947.

An Operations office will be maintained at the Engine house at 5515 Shady Avenue, PO Box 261, Lowville, New York 13367, telephone (315) 376-2021, with accounting operations performed at Genesee Valley's Batavia office.

For further information, please feel free to contact David J. Monte Verde at the L&BR General Office at 8364 Lewiston Road, Batavia, New York, 14040-1245, telephone (716) 343-5398.

Membership Committee Report

Thomas A. Way, Chairman

January 17, 1991

Current Statistics

| | |
|---|------------|
| National Members held through Rochester | 218 |
| Local Membership (National affiliation elsewhere) | 12 |
| Family Memberships | 31 |
| TOTAL: | 261 |

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New Member

Charles M. Summers
Box 183
Collins Center, NY 14035
Phone: 532-3603
Membership: Regular

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Department of Corrections

Craig & Faith Whitehead
23 Christy Parkway
Honeoye Falls, NY 14472
Phone: 624-5842

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Baron H. Rightmyer
43 Center Street
Waterloo, NY 13165

TIDBITS: Bill Shute has been in the hospital lately, we wish him well

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Conrail Business Car Roster

(Corrected to January 1, 1991)

| CAR NO. | TYPE | BUILDER/YEAR | PRIOR OWNER/NAME/NUMBER |
|---------|--------------------------------------|---------------|--|
| 1 | Office car (HW)* | Pullman 1920 | Pullman Shannon, 1816; SOU 3102, 10, 3 (to CR 1982) |
| 2 | Office car (HW)* | Pullman 1930 | NYC 5; PC 5, 6, 5 |
| 3 | Office car (HW)* | Pullman 1928 | MC 1; NYC 10; PC 2 |
| 4 | Office car (HW)* | Pullman 1927 | Pullman; SOU Tennessean, 4 (to CR 1983) |
| 8 | 8-bedroom sleeper (HW) | Pullman 1917 | Pullman Penvir, Windsor Castle; SOU 2458, 1041; CR 24 (to CR 1983) |
| 9 | Theater car (LW) | P-S 1954 | CN 428; VIA 428; CR 23 |
| 10 | Inspection car (HW)* | Pullman 1925 | Pullman Queen Elizabeth, Hudson River; NYC Kalama-zoo River, Victoria Park, 30; PC 30, 76; CR 76 |
| 11 | 10-5 sleeper (LW) | P-S 1954 | Erie Spirit of Youngstown; EL same |
| 12 | Conference car (LW) | Budd 1952 | PRR Baron de Kalb; PC 7138 |
| 20 | Test car (LW) | P-S 1940 | Pullman Chicopee Falls; NYC 10597, 10648, X-23417; PC 23417 |
| 21 | Track geometry car (HW)* | Pullman 1924 | ATSF 32, 55 (to CR 1983) |
| 22 | Rail analyzer car (LW) | P-S 1939 | Pullman American Milemaster; SP 400, 9500; EMD ET-800 (to CR 1985) |
| 23 | Support car (HW) | ? | NYC; PC; CR (baggage car) |
| 27 | Coach (LW) | Budd 1947 | NYC 2949; PC 2949; AMTK 5667 |
| 55 | Dome coach (LW) | Budd 1954 | ATSF 552; Auto-Train 514; CSS 552 (to CR 1988) |
| 100 | Office car (HW)* <u>Boston</u> | Pullman 1911 | N&W Pocahontas, NS 100 Pocahontas (to CR 1988) |
| 2530 | 16-duplex-roomette-4-bedroom sleeper | Budd 1954 | B&O 7100-Bobolink, SCL 6700, AMTK 2010, 2530 (to CR 1988) |
| 2537 | 16-duplex-roomette-4-bedroom sleeper | Budd 1954 | B&O 7110-Wren, SCL 6707, AMTK 2017, 2537 (to CR 1988) |
| 5197 | Coach (LW) | Canadian 1937 | CN 5197 (to CR 1983) |
| 5306 | Coach (LW) | Canadian 1941 | CN 5306 (to CR 1983) |
| 5653 | Coach (LW) | Budd 1947 | NYC 2922; PC 2922; AMTK 5653 |
| 5655 | Coach (LW) | Budd 1947 | NYC 2926; PC 2926; AMTK 5655 |

CARRIER ABBREVIATIONS

AMTK - Amtrak
 ATSF - Atchison, Topeka & Santa Fe Ry.
 B&O - Baltimore & Ohio RR
 CN - Canadian National Rys.
 CSS - Chicago, South Shore & South Bend RR
 CR - Consolidated Rail Corp.
 EL - Erie Lackawanna Ry.
 EMD - Electro-Motive Division
 MC - Michigan Central RR
 N&W - Norfolk & Western Ry.
 NS - Norfolk Southern Corp.
 NYC - New York Central System
 PC - Penn Central Transportation Co.
 PRR - Pennsylvania RR
 SCL - Seaboard Coast Line RR
 SOU - Southern Ry. System
 SP - Southern Pacific Co.
 VIA - VIA Rail Canada

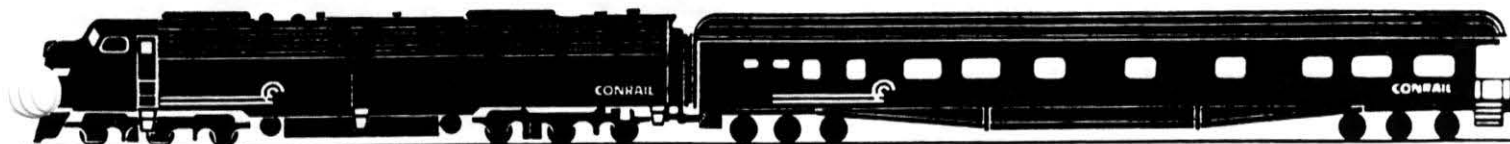
BUILDER ABBREVIATIONS

Budd - Budd Co.
 Canadian - Canadian Car & Foundry Co.
 Pullman - Pullman Car Works/Pullman Car & Mfg. Co.
 P-S - Pullman-Standard Car Mfg. Co.

SOURCES

Conrail
 El Simon

* - Open-platform car
 HW - Heavyweight car
 LW - Lightweight car



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THE SEMAPHORE

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ROCHESTER CHAPTER

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SEMAPHORE DEADLINE:

Deadline for the April issue is March 30. Please send your articles to Dave Luca at 983 Winton Rd., N., Rochester, NY 14609.

CHAPTER MEETING:

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

