

THE SEMAPHORE

The Newsletter of
ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY
Vol. XXXII No. 10

June 1991

PROGRAM NOTES

By: Jack Matsik

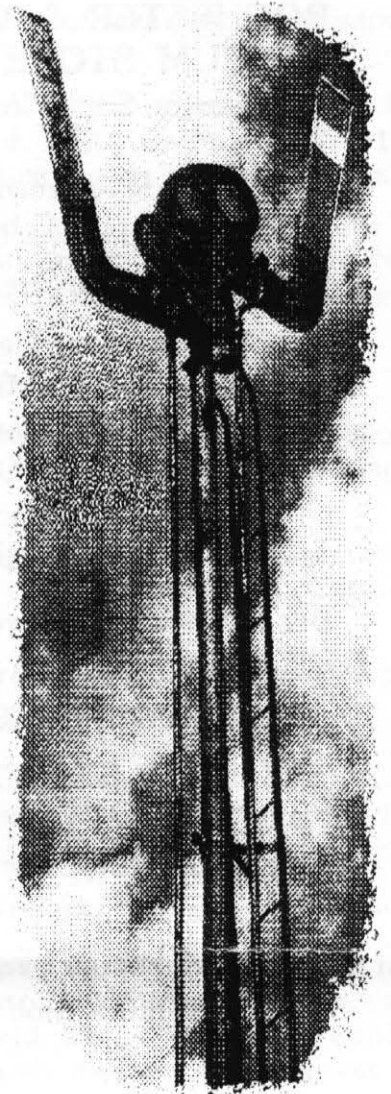
This is the first of our three summer meetings to be held this year at our Rochester & Genesee Valley Railroad Museum. The program for June will be an Open House Inspection of Progress, starting at 7:30 p.m. Come and see the changes made during this last year at the museum. Locomotive EK #6 and a speeder will be operating to provide rides. Locomotives NKP #79 and LV #211 are possible operating potentials. A short business meeting will follow starting at 9:00 p.m.

In case of inclement weather, the business meeting will start at 8:00 p.m., followed by a film, to be selected from the chapter's archive.

I would like to introduce to you the new Program Committee. It is comprised of four members:

Jack Matsik (Chairman)	(716) 442-6269
Bill Limburg	(716) 586-9470
Ralph Mosher	(716) 244-5266
Dave Luca (Board Liaison)	(716) 288-0318

We welcome and need volunteers to present monthly programs for the forthcoming 40&8 season, commencing with the month of September, 1991. Please contact any of the program committee members to schedule your presentation.



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

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

The new "Erie Railroad in Color" book is scheduled to be here after June 1. Following are some of the new books/videos in the Chapter store, along with their retail price (NRHS members subtract 20%).

Westinghouse Electric Railway Transportation	\$23.00
Baedeker's Rail Guide to Europe	\$18.00
Michigan Ore Lines Video	\$30.00
NYC Collection Video	\$40.00
Pennsy Collection Video	\$40.00
Water Level Route Video	\$40.00

Due to a new job that requires a good share of traveling, I'm looking for someone who is interested in assisting with the operation of the Chapter Store. The position basically requires many of the skills that would be needed to run a small book store - determining what to order and when, handling money and preparing financial reports, working with the public, etc. I'll remain as a co-chair, so the job won't be as difficult as it sounds! It's a really fun job for someone who's interested in books and videos, or for someone who's always wanted to run their 'own' little business. As an added bonus, you get to preview all of the books and videos for free! If you're interested in the job, or you'd just like a little more information on what it involves, please give me a call at 458-4289(home).

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

JUNE

- 13- Museum/Operations Session - Industry
- 15- NS 1218 Lakeshore NRHS - Conneaut, OH - Buffalo, NY
- 16- Summer Fun Trips - Omid RR, Webster, NY
- 20- Chapter Meeting - Industry
- 22- NS 1218 Rochester NRHS Co-Sponsor, Buffalo, NY - Albion, PA
- 23- Summer Fun Trips - Omid RR, Webster, NY (optional-if demand exists)
- 27- July Trustee Meeting - Charlie's Coldwater Station

JULY

- 4 - Have a Happy 4th of July
- 6 - Summer Work Session - Industry 9:00 a.m. - til ?
- 11- Operations Session - Industry
- 13- Summer Work Session - Industry 9:00 a.m. - til ?
- 18- Chapter Membership Meeting - Industry
- 20- Summer Work Session - Industry 9:00 a.m. - til ?
- 27- Summer Work Session - Industry 9:00 a.m. - til ?

ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

- Our sympathy is extended to Kay Oakley, wife of long time Chapter Member Elmer Oakley. Elmer was active in our Chapter Store operations for many years and was an enthusiastic Chapter supporter along with Kay.
- Our wishes and prayers go out to Marjorie Morrow for a fast and complete recovery.

General

- This past month has been a very active one for our Chapter Museum on many fronts, as many people work in many ways to make our VISION become a reality.

Major progress is being made on our track connection from the NRHS to NYMT Museum with delivery of critical materials, letting of sewer crossing job, and extensive ROW grading, ballasting and spiking of track.

Three truckloads of signal equipment have been brought in to aid in setting up an active signal system.

A major accomplishment in the form of operating liability insurance has finally been achieved so we can haul paying passengers on our railroad.

Our H.E.P. (Head End Power) equipped passenger excursion train set is taking shape at Sodus and will give us a first class operating attraction.

We have several very positive things in the works for land use and for motive power and rolling stock.

All in all, 1991 should be a very good year for us.

FREIGHT EQUIPMENT

Supt. John Myers - 334-3948

Chris Hauf is continuing with the interior restoration of Erie Caboose #154, working on

repair and replacement of weather rotted window frames.

Rand Warner has cleaned out interiors of Erie Caboose #154 and B&O Caboose #2631 in preparation for Museum season opening in June.

Electrical wiring and lights in Erie Milk Car are now fully operational and in use, thanks to Navy Seabees and our electrical crew of Neil Bellenger and Jim Johnson.

Plans for June/July/August include:

- Completing interior restoration of Erie Caboose #154, and make detailed plans for painting of exterior.
- Resuming exterior woodwork restoration of B&O Caboose #2631 and NYC Caboose #19277.
- Making plans for relocation of Pennsy hopper car #747803 onto our Museum trackage.

TRACK & RIGHT-OF-WAY

-Supt. Bill Reid - 589-4880

Work has never stopped on the project despite rain, snow, mud, ice storms, downed tress, etc. Taskmaster Bill Reid keeps the whip applied smartly to all his gandy-dancers and progress has been rapid this last quarter.

Track is now spiked, ballasted and operational up to our marker stake down from the September 1990 picnic. Rail has been laid, gaged and safety spiked to within 500 feet of the main curve at Manhole #15. Our trucking contractor, Dana Hacker, has brought in over 200 tons of #3A railroad ballast so far, so that we will have fully ballasted operational track and new stone under relay ties to be laid down. Joe Scanlon has coordinated grading operations; running the LeCesse road grader, and with help donated by Wayne Morrison and his D-4 Cat dozer. Charlie Harshbarger and Joe have run the Gradall to accomplish needed ditching and critical fill for the west side of the track. Dick Holbert has been operating the Jackson Tamper to tamp ballast north from Switch #6. The stub track at Switch #6 and the southerly most 300 feet of NYMT track have been removed to clear Guy Construction Inc. contractors to do our two critical sewer crossings. This will permit us to close the gap between NYMT and NRHS track, and to expand

our badly needed yard storage trackage south from Switch #6.

Thanks to Bill Reid and all his elves for a very significant accomplishment - Jeff Carpenter, Charlie Harshbarger, Joe Scanlon, Rand Warner, Jim Johnson, Neil Bellenger, Dave Luca, Mike Dow, Jeff Bochman, John Redden, Dick Holbert, Norm Shaddick, Bob Cowan and Bob Miner.

Plans for June/July/August include:

- Completing sewer crossing excavation and concrete encasement at Manhole #6A and Manhole #20 to permit completion of planned trackage to NYMT.
- Rebuilding 300-500 feet of track and right-of-way at South end of NYMT trackage to make connection from our NRHS track construction.
- Extending NRHS track northward around curve at Manhole #15 with new grading, new ballast and relay ties to be delivered.
- Extending spur track south from Switch #6 to permit storage of overflow rolling stock on hand and other equipment to be acquired.

CONSTRUCTION EQUIPMENT

Supt. Steve Huse - 381-1012

Much good work has been done on our new right-of-way for track-ditching and filling with our Gradall. Our International 10 wheel dump truck has been used for hauling both fill and ballast. The Ford backhoe tractor has been used around the Depot for digging for concrete work. Our Euclid 3 yard loader has been a work horse, hauling and dumping stone ballast on completed track work, pulling rail supplies into place for new construction, and excavating at south end of NYMT track for new R.O.W. construction. Joe Scanlon's Ford industrial fork lift loader has arrived and we look forward to getting steering work completed so we can use it to expedite handling of ties. Our diesel powered air compressor has been used for powering a jack hammer adapted to drive spikes. Our tired old Ford boom truck has been limited to service only on our property (til we do some serious repair) but has provided a way to handle ties to our job sites. The Huber Wabco road grader on loan from LeCesse Corp. has been a real breakthrough for us and has done a great job of grading and ditching on the new right-of-way.

Wayne Morrison brought in his D-4 Caterpillar U.S. Army) bulldozer and ran it for us a couple weekends. A new battery has been installed in our dump truck. Dick Holbert, Rand Warner, Charlie Harshbarger, Joe Scanlon and Norm Shaddick provided equipment maintenance.

Plans for June/July/August include:

- Refurbishing Ford industrial outdoor forklift tractor and make operational for handling ties. This will require work on steering, engine tune up, new 8 volt battery and hydraulic system check out.
- Changing out one weak 6 volt battery in diesel powered air compressor and removing extra piping from output of air tank.
- Maintaining Euclid loader, Ford backhoe, Ford boom truck, International dump truck, Gradall ditcher, Huber road grader and Bay City shovel operational to support track construction.

LIBRARY COMMITTEE REPORT

By John Kernan - 671-8719

Those of you who were anxiously awaiting listing of duplicate RAILROAD MAGAZINE issues for sale will be disappointed - it's not finished. It is not finished, however, due to the anticipated acquisition of a large paper collection, including many issues of RAILROAD MAGAZINE. From initial information, this collection will result in additional duplicate issues becoming available. Because of this, I've decided to hold off publishing the listing of present duplicate issues in order to compile a larger listing in the future. When this collection comes into the Chapter's possession, I will inform you of the very generous donator.

Has anybody out there seen a magazine entitled DIESELERA? Reference was made to this publication in a recent issue of The SENTINEL, the bi-monthly magazine of the B&O Historical Society. I'd be very appreciative if any Chapter member could provide me with info. or loan me a copy.

Finally, one periodical I omitted from my December 1990 Semaphore article dealing with desired publications is EXTRA 2200 SOUTH. The magazine has no peer when it comes to chronicling this history of domestic diesel locomotive builders.

THANKS TO

Wayne Morrison for donating use and operation of D-4 bulldozer to excavate and grade R.O.W. and to Rick Titus for moving Wayne's dozer.

- James Cass for helping on Depot platform concrete work and for offer of use of Bantam crawler crane.
- Manitou Construction Co., Inc. for discount on concrete used on Depot platforms.
- General Crushed Stone Co., for discount on crushed stone railroad ballast.
- Dave Mulee & Co., for donation of wooden survey stakes.
- Bill Reid for donation of wood blocking for leveling track prior to ballasting.
- Charlie Harshbarger for donation of handles and installation of handles on spike mauls.
- Larry Fennese for building N scale model of museum area around depot and for offer to expand model to cover additional future museum areas.
- Neil Bellenger, John Redden and Gene Redden for trucking signal parts from donor to Depot.
- Dave Shields for information and coordination on Motive Power leads.
- Lynn Heintz and Sam & Anna Grover for information on availability of utility poles for use with our overhead trolley wire.
- Rand Warner for donation of tools, hardware, stereo equipment and industrial sewing machine for sewing seat covers for excursion coaches.
- Raymond E. Kelly Co., of Baldwinsville, NY for free offer to seal joint ins our new concrete work.
- George Bauerschmidt and City Pump & Tank Service, Inc. for loan of concrete finishing tools.
- Joe Scanlon for obtaining donation of interface material and other arrangements for concrete work.
- Jim Cullen and Bernie Doran of LeCesse Corp. for guidance on concrete work and repair on grader.
- Jim Johnson for coordinating electrical contractor arrangements for Depot rewiring and H.E.P. wiring.

- Charlie Harshbarger for donation of gasoline fuel for construction and maintenance-of-way equipment.
- Dick Holbert for arranging donation and swap of additional two-way radio equipment.
- Paul Thompson for assistance with professional concrete finishing for our new Depot platform area.

WANTED

- 5/4 tongue and grove fir or cedar siding.
- Hardwood 4"x4" timbering and 3"x10" or 3"x12" decking.
- Relay ties and switch timbers and #3A stone railroad ballast.
- Insulated rail joint kits for 80# Dudley rail - qty. 6-10.
- Diesel fuel, governor oil, compressor oil, engine lube oil.
- Heavy equipment mechanic for construction and maintenance-of-way equipment fleet.
- Car hosts and car cleaning personnel for passenger car excursion fleets.
- Museum docents and tour guides for Museum public openings Sunday afternoons.
- Someone to pick up restoration on wooden cabooses.

AMTRAK TO ADD NY STATE STOP

Amtrak has announced it will add a new stop in western New York. The village of Lyons will be added to the national rail passenger carrier's timetable by Spring 1992, capping that village's successful but long effort to regain its rail passenger service.

Amtrak stated it would be Lyons' responsibility to build the necessary facility, estimated by the village to cost about \$50,000. The likely place for the loading platform is the site of the old new York Central station on Franklin Street. That structure was torn down in the mid-1960's and the lot remains vacant, although still owned by Conrail.

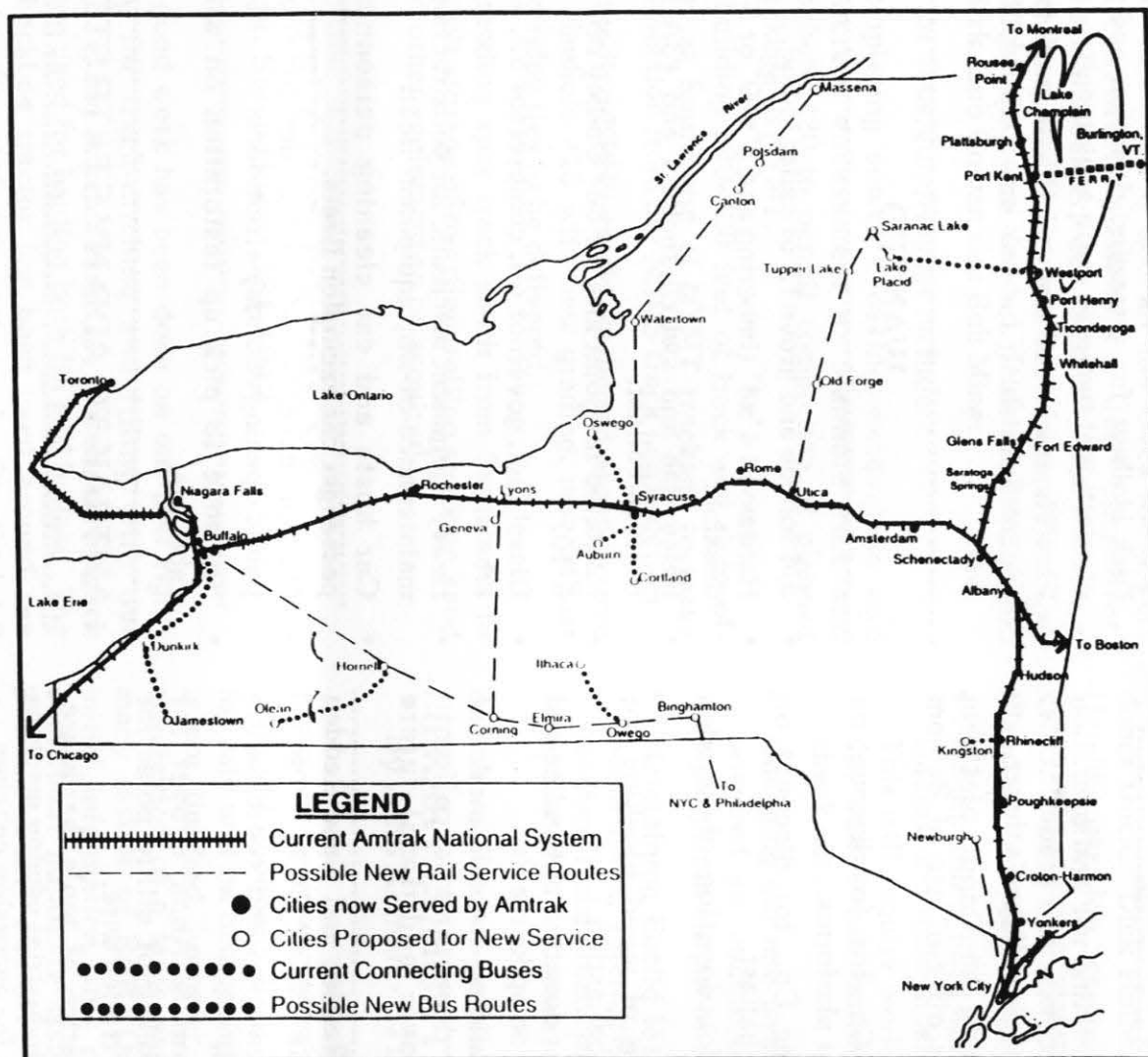
The new stop will shorten the longest stretch without a stop on the former Water Level Route. That distance is currently 85 miles, Rochester to Syracuse. [BLHS Bulletin - June 1991]

DID YOU KNOW?

- In 1990 AMTRAK passengers made nearly 4 million trips in New York State. Ridership on AMTRAK's New York State routes has more than doubled since 1974.
- In 1978 the federal government paid 62% of Amtrak's costs. By 1990 the federal share had declined to 28%. While the federal government now spends 10% less on Amtrak than it did 10 years ago, federal highway spending has gone up by over 50%.
- Since 1978, New York State highway user revenues have fallen so far below highway expenditures that in 1983 the State began funding repair and resurfacing through bond issues - for which the interest payments alone often equal the amount borrowed.
- In 1988 Amtrak generated twice as many passenger miles per gallon of oil as domestic airlines, and over 50% more than private automobiles. Between 1978 and 1988 Amtrak reduced its fuel consumption per passenger mile by over one third (36%) vs. 23% for air carriers and 21% for automobiles.
- In the late 1970's New York undertook an ambitious rail improvement program that brought 110 MPH speeds to part of the New York - Albany run. But times have changed and today New York has no funding mechanism at all for improving intercity rail service (Amtrak), *even though the State subsidizes all other transport modes.*
- In 1990 California embarked on an improvement program that is investing more to improve Amtrak service in that state than the federal government spends on Amtrak's entire national system in one year.
- Adding highway lanes to an interstate highway costs up to 10 - 20 times as much as adding high quality tracks to an existing rail line.

RAILWAY PASSENGER SERVICE IN NEW YORK STATE

Showing today's routes as well as tomorrow's possibilities for train travel.



* While Amtrak trains now serve 25 cities and towns in New York State, many other places are linked by freight rail lines that could be used for passenger service in the future. Connecting buses could be used where rail service is not practical.

The material above comes from the EMPIRE PASSENGERS ASSOCIATION. For membership information contact: ESPA, 4 Maplewood Court, Greenwich, NY 12834

Membership Committee Report

Thomas A. Way, Chairman

May 16, 1991

Current Statistics

National Members held through Rochester	202
Local Membership (National affiliation elsewhere)	9
Family Memberships	23
TOTAL:	234

.....

New Member

James A. Szymanski
637 Borden Road
Cheektowaga, NY 14227
Membership Status: Regular

.....

Additions and/or Corrections

Daniel A. Barrows
47 Milliner Street
Rochester, New York 14611
Phone: 463-9353

Charles Riedmiller
167 Summit Street
Batavia, New York 14020

William R. Gordon
232 Beresford Road
Rochester, New York 14610
Phone: 288-8549

John S. Ruef
2265 S. Clinton Avenue
Rochester, New York 14618

Daniel W. Orr
2608 School Street
E. Pembroke, New York 14056
Phone: 762-9005

Lloyd J. Sugden
153 Mt. Morency Drive
Rochester, New York 14612
Phone: 225-0635

Richard D. Youll
242 Vine Street
Batavia, New York 14020
Phone: 343-0473

.....

SPECIAL NOTICE - TRUSTEE MEETING

Due to a conflict with the 4th of July, the July Trustee's Meeting will be held on June 27, 1991. The location for this meeting will be Charlie's Coldwater Station Restaurant. The business meeting will begin at 8:00 p.m. following dinner. If you are attending the meeting and would like to have dinner along with the Trustees, please make your reservations with John Redden.

ROCHESTER CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 664
ROCHESTER, NY 14603

NON PROFIT ORGANIZATION
U.S. POSTAGE
PAID
ROCHESTER, N.Y.
PERMIT # 826



THE SEMAPHORE

*PUBLISHED MONTHLY BY THE: NATIONAL RAILWAY HISTORICAL SOCIETY
ROCHESTER CHAPTER*

ROCHESTER CHAPTER NRHS OFFICERS:

President - Ted Miller
Vice President - Dave Luca
Treasurer - Dan Tomlinson
Recording Secretary - Bob Fitch
Correspondence Secretary - Dan Cosgrove
National Director - Phil Schulp

THE SEMAPHORE STAFF:

Editor - Dave Luca, acting
Typing - Theresa Grevell
Layout & Printing - Dave Luca

THIS MONTH'S CONTRIBUTORS:

Tom Bauman, Steve Huse, John Kernan, Dave Luca,
Jack Matsik, John Myers, Bill Reid, Rand Warner
and Tom Way.

SEMAPHORE DEADLINE:

Deadline for the July issue is July 1. Please send
your articles to Dave Luca at 983 Winton Rd., N.,
Rochester, NY 14609.

CHAPTER MEETING:

July 18, 1991 - 7:30 p.m.
R&GV Museum
282 Rush-Scottsville Road
Industry, NY

ROCHESTER CHAPTER

