

THE SEMAPHORE

The Newsletter of
ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY
Vol. XXXII No. 11

July 1991

PROGRAM NOTES

By: Jack Matsik

This is the second of our three summer meetings to be held this year at our Rochester & Genesee Valley Railroad Museum. By popular demand, the program for July 18, 1991, will again be an Open House Inspection of Progress, starting at 7:00 p.m. Come out and enjoy the summertime, see the progress and ride our equipment. Locomotives and a speeder will be operating and selected short films will be shown in the lounge section of the Pine Falls starting at 7:30. A short business meeting will follow starting at 9:00 p.m.

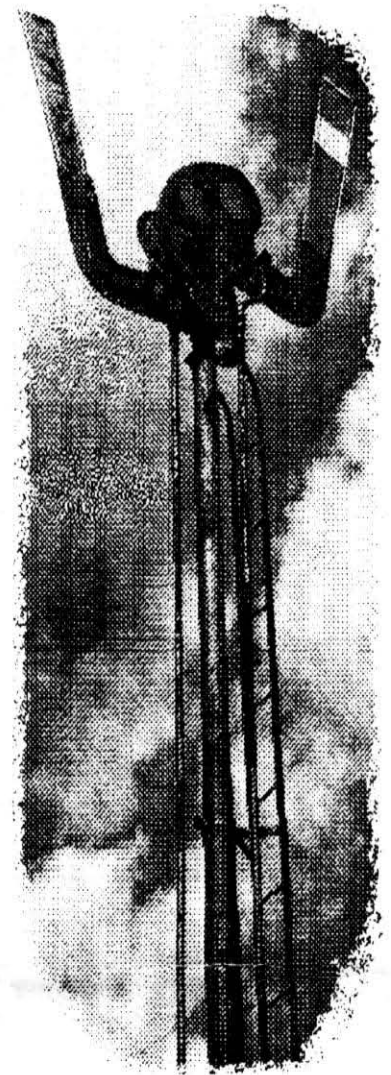
In case of inclement weather, the business meeting will start at 8:00 P.M., followed by a film, to be selected from the Chapter's archive.

I would like announce that Dan Cosgrove has volunteered to join the Program Committee. The committee now has five members:

Jack Matsik (Chairman)	(716) 442-6269
Bill Limburg	(716) 586-9470
Dan Cosgrove	(716) 352-6931
Ralph Mosher	(716) 244-5266
Dave Luca (Board Liaison)	(716) 288-0318

We welcome suggestions and/or 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.

Preview of the August meeting: We will have a joint opening of our museum and the New York Museum of Transportation with rail transportation provided between the two sites.



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

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

The new "Lehigh Valley II In Color" book is scheduled for release on August 1. We will have copies at the August meeting. Following are some of the new books/videos in the Chapter store, along with their retail price (NRHS members subtract 20%).

Electric Heritage of the Long Island RR \$7.95

New York Central's Mercury \$12.95

Thanks to the following people for their help in the Chapter store on the Webster train trips: Dave Shields, Bill Chapin, John Gallagher, and my wife Diane.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

JULY

- 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 ?

AUGUST

- 1 - Trustee Meeting - Industry
- 3 - Summer Work Session - Industry 9:00 a.m. - til ?
- 8 - Operations Session - Industry
- 15 - Summer Work Session - Industry 9:00 a.m. - til ?
- 17 - Summer Work Session - Industry 9:00 a.m. - til ?
- 24 - Summer Work Session - Industry 9:00 a.m. - til ?
- 31 - Summer Work Session - Industry 9:00 a.m. - til ?

SEPTEMBER

- 5 - Trustee Meeting - Industry
- 8 - Chapter Picnic - Industry
- 12 - Operations Session - Industry
- 19 - Chapter Membership Meeting - Industry
- 23 - Fall Foliage Excursions - Omid RR, Sodus, NY

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ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

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General

Major things have been happening this month at our Museum with your help.

Track right-of-way crossings over existing sanitary sewer lines have been completed by our contractor, including grading and filling for our track extensions north to NYMT connection and south from Switch #6. Ballast is spread up to curve at MH #15 and track is spiked and ballasted to MH #13. Siding #6 has been already put back into service.

You all had a chance to look around and ride some of our equipment at the June Chapter meeting at the Museum. We would hope to do more of the same in July. Equipment refurbishment continues with contractor work on our high rail truck, locomotive EK#6 and look see at loco's #79 and #LV 211.

work is being put into touch up / detail painting on Depot, locomotives and cars. This makes a positive impression on our Sunday afternoon visitors. We appreciate our Chapter Store and Museum Guide people on Sunday afternoons when we're open to the general public.

More equipment is constantly being added by our Signal Dept., M.O.W. Dept. and Construction Dept. Ask to see our newest acquisitions next time you're out.

In Our Prayers

Our Chapter extends deep sympathy to Marion Gordon in the loss of her husband, William Reed Gordon on June 19. Bill was a Chapter Member of and was going on his 92 birthday this year. He wrote or co-authored over two dozen books on short line railroads, trolley lines, and inter-urbans, mainly in New York State, as well as putting out assorted post cards, pamphlets and maps. Bill had become an international reference authority, and Marion can attest to the steady stream of visitors to their house. He had an immense knowledge of intimate details of equipment, operation and corporate history of the many lines he wrote about. In addition to the many books Bill had published, he had work underway on many more books to be

published, and was very conscious of the impending march of time vs. his capacity to write and publish. Even after Bill left his home to go into Goodman Gardens nursing home last year, he was still intent on writing and publishing. Bill will be missed by us all, and especially appreciated for sharing his knowledge to us so that we might enjoy his insight into a fascinating bygone era as we follow the old and long abandoned roadbeds in our ramblings. We're sure Bill is among his many old friends now, and we thank him for his long and supportive relations with our Rochester Chapter.

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MAINTENANCE-OF-WAY EQUIPMENT

-Supt. Norm Shaddick - 865-2773

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The Chevy Hi-Rail truck was treated to an oil change, fuel tank clean out and new filters, resulting in much more dependable operation. In addition, rusted sheet metal is in the process of being replaced. Thanks to Larry Betler, Dick Holbert and Norm Shaddick.

The Tamper workhead cylinder seals were replaced, and some tamping was accomplished before they again failed. One cylinder was removed to a commercial repair shop for a cost estimate.

John Redden's fairbanks-morse speeder did yeoman service in shuttle runs over the north end of our newly constructed track during the operating session at our last meeting.

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TRIP COMMITTEE REPORT

-Supt. Bob Miner - 671-3589

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Our June Passenger trips from Webster to Williamson are now history. Despite Mike Byrne's hard work and spending more on advertising, our ridership was very poor, on the first two Sundays. A reporter and a photographer from the Democrat and Chronicle rode the train on the second Sunday. The Monday morning edition had a large photograph on the front page. Inside were two more photographs and the story. That story reached the people our advertising had failed to reach. The phone started ringing and reservations poured in.

One of the best ways to advertise our train rides is to get our flyers in the hands of people who would like to ride. Sounds easy doesn't it? When we asked our members to take some of the flyers and place them where the public could find them only a very few members did so. Now is your chance to help get the flyers out to advertise the fall trips. Most mini-marts, farm markets and restaurants will put flyers out for non-profit groups. If each member only distributed 10 flyers, look at how many people would know about our trips.

Our flyers also tell about the Oatka Depot complex. The public is becoming aware that there is a "museum" to visit. With public awareness comes added responsibility for our members. We must have members at the depot on Sunday to guide people, sell books, etc. and protect them from injury on our equipment. I have received calls from groups who want weekday tours. If we are going to offer rides and tours to the public, we must be there when the public arrives.

The fall round trips from Sodus to Newark will be on us before we know it. The trips will be on Sunday, Sept. 29, Oct. 6, 13 and 20. We would like to run two Saturday trips. One the head end power is not finished and two there is no place to park the public in Sodus on Saturday. We could run the Saturday trips from Newark. To do so, we must advertise. We can't advertise until the HEP is working. Starting on Saturday, July 20, we will be at Sodus installing the HEP. Come out and help us get finished by August 24 so we can advertise the trips.

The wiring to the plugs adjacent to the tracks at the Depot is finished to the point that the MU Car, Baggage Car and Pine Falls can connect to the power by short extensions. We will have the extensions stored in the phone box on the north east end of the Depot.

I thank all the members who worked on the spring rides, especially the ones who came for all the trips. Thanks to Empire State Railcar for working many days and nights to fix and upgrade the coaches, Jim East for scheduling the car hosts and ground attendants, Jim Muller for leading the ground crew, Dave and Jan Luca for refreshment sales, Tom Bauman for souvenir sales, Marie Miner for ticket reservation and sales, Dave Covell, Bob Fitch, Rand Warner and John Weber for giving up their Fridays to clean the train.

Thanks to a new member, Roy Wullich, for donation of three original light lenses for the Chapter coach.

If you would like to donate some time to Chapter coach, let me know. The windows polishing to take out the scratches, etc. The Stainless Steel needs to have paint removed. The batteries need cleaning, the seats can be re-covered and the interior painted. There is also HEP work.

I haven't even mentioned the other passenger equipment at the depot.

MOTIVE POWER

Supt. John Redden - 594-2227

The past several months have been busy for the Motive Power Dept. Significant work has been accomplished on all three locomotives, and leads for new acquisitions have been developed and investigated.

LV #211 - Several cosmetic and mechanical/electrical improvements have been made recently. Mark Pappalardo and Duncan Richards have been scraping 35 years' worth rust and dirt from the trucks, fuel tanks, and reservoirs, to allow a good coat of paint to be applied. This is a continuation of a job that several people have worked on over the last year. Jeff Carpenter donned the paint glove, and added trim to the handrails, steps and grabirons. Jim Johnson, Mike Dow, and Neil Bellenger continued their good work in maintenance and testing the locomotive high voltage electrical systems. 211 is really shaping up.

EK #6 - Our local mechanical experts, George Hockaday and Harold Crouch paid us a visit on June 29, and did a thorough brake system inspection and cleaning. They also replaced numerous gaskets, and tested out the system after re-assembly. Dick Holbert has removed the pesky electro-pneumatic emergency brake system. This should make the unit much more reliable. Jim Johnson and John Redden inspected and cleaned the traction motor commutators and brush boxes. Jim also continued to keep a close eye on the main generator.

NKP #79 - Most work was centered around diagnosing and repairing the turbo problem that was discovered in April. Several trips from the

Clean area were made by Gene Redden and Joe McMahon to inspect and weld the damaged areas. Prior to this, John Redden had inspected nearly all traction motor brushes and replaced many of them.

preparations slowly continue for the repainting to Nickel Plate colors.

During the summer months the Motive Power Dept. has been getting together on Wednesday evenings in addition to the Saturday work sessions. Plans for the next few months include resolving the radiator leak on LV #211, complete the lettering and LVRR logo and reinstall the radiator shutters. Additional repairs to the air brake control on EK #6 and the turbo on NKP #79 are also planned. If you would like to help out on either Wednesdays or Saturdays, please give me a call.

Thanks to Dave Shields, Neil Bellenger, Dick Holbert, Rand Warner, and John Redden for investigation and follow up on leads for motive power acquisitions.

THANKS TO

- Charlie Harshbarger, Dick Holbert and Rand Warner for fuel for construction equipment and M.O.W. equipment.
- Ted Strang of NYMT for support on application for operating liability insurance.
- Jim Johnson and Neil Bellenger for donation of electrical tools and supplies.
- Joe Scanlon and LeCesse for support to contractor efforts on R.O.W. and sewer crossings.
- Wayne Morrison for loan of D-4 bulldozer for duration of summer and to Rick Titus for moving it.
- Ted Miller and John Redden for offer to underwrite costs of box car acquisition(s).
- Neil Bellenger for offer to help out on locomotive transportation costs.
- Chuck Reidmiller for offer to supply paint for MU Power Car and DL&W baggage car.
- Mark Pappalardo for offer to help out on DL&W baggage car and Pennsy hopper car restoration.
- Bill Reid for blocking for track leveling prior to ballasting.
- John Redden for arranging with George Hockaday and Harold Crouch to work on EK #6 air brake system.

- Neil Bellenger for arrangements for pick up of signal parts.
- Dick Holbert for arrangements on two-way radios.
- Bob Cowan for information on passenger car parts.
- Victor Parmenter for offer to donate signs.
- Bob Mader for donation of Graveley heavy duty mower.
- Jim Cass for offer of use of Bantom crawler crane.

WANTED

For Motive Power Dept.:

- Donation of diesel fuel for EK #6
- Battery for LV #211
- Turbo for NKP #79
- Glazing for EK #6 Cab

For Freight Car Dept.:

- 5/4 fir siding for NYC Caboose and BR&P Caboose
- Decking & timbering for NYC flat car

For Track & R.O.W. Dept.:

- S-hooks to go in ends of ties
- Barrell of bolts for 80# DU rail
- Relay ties and switch timbers

For M.O.W. Dept.:

- Small gas generator to mount Hi-Rail truck
- Electric start V4 Wisconsin engine for Kalamazoo speeder

For Passenger Car Dept.:

- Freon for air conditioners
- Glazing for PINE FALLS

For Buildings & Grounds Dept.:

- Wrought iron or cast iron fencing 200-300 ft. to use at Depot
- Steel fencing 200-300 ft., to use at parking lot along CONRAIL
- Tongue and groove 5/4 flooring for North waiting room in Depot

For Signal Dept.:

- Insulated joints for 80 #DU rail

For Construction Dept.:

- Heavy equipment mechanic
- Spare 18.00 x 25 16 ply tubeless tire for Euclid loader
- Someone to rebuild engine on Ford boom truck
- New 6V battery for air compressor

I'M A NEW MEMBER

I see you at the meetings, but you never say "Hello."
You're busy all the time,
You're here with those you know.
I sit amongst you strangers and yet I'm lonesome,
The new fish are all as strange as I,
You old ones pass us by.
But damn it,
You asked us in and talked of fellowship.
You could step across the room,
But you've never made the trip.
Why can't you nod and say "Hello,"
And stop and shake my hand?
Then go and sit among your friends,
And then I'd understand.
I'll be at the next meeting;
Perhaps a nice time to spend.
Do you think you could introduce yourself?
I want to be your friend.

Author Unknown

[The poem above was reprinted from the Lakeshore
Timetable - June 1991]

TOUR THE LAMOILLE VALLEY RR

Rail Travel Center Tours is sponsoring an excursion series September 7 & 8, covering the full-length of the Lamoille Valley RR in Vermont from Swanton/Fonda Jct. to St. Johnsbury, plus the remains of the former Maine Central Mountain Division from St. Johnsbury to Whitefield, New Hampshire.

Members should mention their NRHS affiliation at the time they call to book. Friends may also travel for the same price, as long as they book and pay through an NRHS member.

September 7&8 "The Twin States Express" charter trains cover the full-length of the former St. Johnsbury and Lamoille County RR, now operated as the Lamoille Valley RR - the beloved "covered bridge route". Ride all remaining trackage Swanton/Fonda Jct. to St. Johnsbury, plus optional St. Johnsbury - Whitefield, NH trip on the former Maine Central Mountain Division on September 8. Special NRHS member rates \$50 for each day's LVRR trip per adult, \$40 children 2-15. The Whitefield trip for NRHS members is \$25 adults/\$20 children. Regular prices are \$65/50 for the LVRR trips, and \$30/25 for the Whitefield excursion. To book, call Rail Travel Center (800) 458-5394, or write to 9 Congress St., St. Albans, VT 05478.

NYC ROUNDHOUSE

Crumbling abandoned former New York Central brick roundhouse in Marshall, Michigan, is being dismantled and moved for reconstruction at Greenfield Village in Dearborn Michigan. Each of the six stalls is 66 feet long. The facility was built around 1881 by the Detroit, Toledo & Milwaukee Railroad, and used by NYC to service small locomotives used for switching and locals until 1932. The roundhouse appears to have never found a new use, as the roof had completely collapsed and most woodwork was in some state of decay. When finally reconstructed, the roundhouse will be a working exhibit used in conjunction with the Village's working turntable, which came from Pere Marquette in Petoskey Michigan. [Bluewater Sentinel]

OPERATION McLIFESAVER

The server of billions has reached out to alert its young customers to the hazards of railroad crossings. More than 135 McDonalds Restaurants in the western states sponsored a poster-making contest for their small fry customers as part of the National Transportation/Operation Lifesaver Week May 12-19. The posters were required to contain a railroad-highway safety message. In addition to the contest, the placemats McDonalds uses to line its trays, which usually have in-house information, pictured safety messages. [NRHS NEWS - June 1991]

FROM THE EDITOR....

I would like to bring to Chapter members attention that we presently have a newsletter exchange with approximately 30 other chapters/historical societies. These newsletters are brought to the membership meetings so that you are aware of what's happening within these other organizations. More information is provided at the chapter meeting from these newsletters which isn't always possible to include in the SEMAPHORE.

We encourage you to peruse these newsletters at the chapter meetings. In addition, if there is a particular newsletter which we are not receiving at this time, I'm willing to set up an exchange with that organization and you should let me know about it.

Membership Committee Report

Thomas A. Way, Chairman

June 20, 1991

Current Statistics

National Members held through Rochester	206
Local Membership (National affiliation elsewhere)	10
Family Memberships	25
TOTAL:	241

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New Members

John R. Gallagher
223 Bristol St., #120C
Canandaigua, NY 14424
Phone: 392-2701
Membership: Regular

Richard & Elizabeth Gilbert
520 East Ave., Apt. #507
Rochester, NY 14607
Phone: 442-8552
Membership: Family

Daniel & Marian Gottler
65 Kirklees Road
Pittsford, NY 14534
Phone: 583-4773
Membership: Regular

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I have two questionnaires out this month:

- The first was for Local Members. I need to confirm their affiliation with national. Those having no affiliation will have their membership converted to a SEMAPHORE subscription.
- The second deals with non-renewals, as requested by the Board. This is related to the Appreciation Dinner Proposal I put forth last month. While WANING INTEREST and NO TIME have an early lead, there are people that have no gripe with our Chapter in general; BUT DESPISE THE NATIONAL ORGANIZATION! (8 returns)

BEYOND THE CHOO-CHOO: STREAKING INTO THE 21st CENTURY

On Sunday, June 2, Germany's first high-speed electric train began service, making its maiden voyage from Hamburg to Munich (Bavaria). The Inter-City Express (ICE), with the name "Munchner Kindl" traveled the 950 kilometers (approximately 590 miles) in just under 7 1/2 hours. A Federal Railway spokesperson said that the opening had been "pretty smooth," although there were a few "technical glitches" and a few "unimportant delays." The Intercity Express line runs hourly between northern and southern Germany and is "almost booked up." Intercity trains, which are also electric, but not high-speed, have been running in western Germany for years.

The new high-speed trains were built by a consortium of AEG AG, the electronics subsidiary of Daimler-Benz AG; Thyssen Henschel, a subsidiary of Thyssen industries; and Siemens, the largest electronics concern in Germany. They are white with a single red stripe down each side; 750 passengers can travel at an average of 150 miles per hour.

The new federal states do not have the express trains, which require special tracks, but Intercity trains have begun running there, connecting the cities of Stralsund and Rostock (both Mecklenburg-Vorpommern) with Hamburg and Cologne. The first Eurocity train also recently left Dresden (Saxony) for Paris. [Submitted by Chapter Member Horst Bruns]

ROCHESTER CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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THE SEMAPHORE

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ROCHESTER CHAPTER*

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Tom Bauman, Dave Luca, Jack Matsik, Bob Miner,
John Redden, Norm Shaddick, Rand Warner and
Tom Way.

SEMAPHORE DEADLINE:

Deadline for the August issue is July 29. 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

