

THE SEMAPHORE

The Newsletter of
ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY
Vol. XXXII No. 12

August 1991

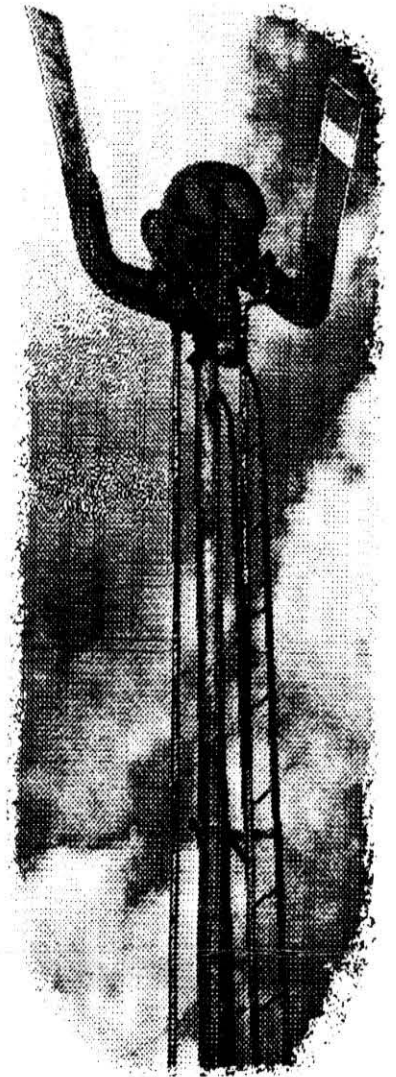
PROGRAM NOTES

By: Jack Matsik

This is the third of our three summer meetings to be held this year at our Rochester & Genesee Valley Railroad Museum. The program for August will be a joint opening between our museum and the New York Museum of Transportation starting at 7:00 p.m. Rail transportation between the two museum sites will be provided. Ride our train to the end of our track, then walk a short distance to the NYMT track and ride their speeders to the NYMT museum. Return train rides will be provided with the last departure leaving NYMT at 9:00 p.m. A short business meeting will follow starting at 9:30 p.m. In case of inclement weather, drive your cars to the New York Museum of Transportation and come back to our museum for the business meeting at 9:30.

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.

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



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

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

There are no new books or videos to report this month. Just want to remind you that the new "Lehigh Valley II In Color" is due out in August, and I'll have copies at the August meeting.

The latest issue of TRAINS magazine has a listing of railroad videos, along with a short description of each. Check the listing out - if you see any videos that interest you, give me a call and I'll see if I can order them for you.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

AUGUST

- 8 - Operations Session - Industry
- 10 - Summer Work Session - Industry 9:00 a.m. - til ?
- 15 - Chapter Membership Meeting - Industry & NYMT
- 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 - 40&8 Club
- 8 - Chapter Picnic - Industry
- 12 - Operations Session - Industry
- 12-15 - AAPRCO Convention - Ashland, Wisconsin
- 19 - Chapter Membership Meeting - 40&8 Club
- 20-22 - National Railway Preservation Symposium - Strasburg, PA
- 29 - TTOS Northeastern Division Meet - Rochester, NY
- 29 - Fall Foliage Excursions - Omid RR, Sodus, NY

OCTOBER

- 3 - Trustee Meeting - 40&8 Club
- 6 - Fall Foliage Excursions - Omid RR-Sodus, NY
- 10 - Operations Session - Industry
- 12,13 - Southern Tier Train Show - Binghamton, NY
- 13 - Fall Foliage Excursions - Omid RR-Sodus, NY
- 17 - Chapter Membership Meeting - 40&8 Club
- 20 - 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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In Memoriam

Our sincere sympathy is extended to Eunice Arras, wife of long time, active Chapter member Leon (Pete) Arras. Pete was, at various times, President, Secretary, Treasurer and worked on committees for Trips, Store, and Preservation, among others. Pete will be remembered and missed by us all for his cheerful willingness to help, his ready smile, and his quick wit and humor. Pete died July 1, 1991 of illness.

General

Our last Operations and Volunteer meeting, held as usual, the second Thursday of the month, at the Depot, was very productive. We had an excellent discussion regarding future train operations, using Dan Cosgrove, former NYCRR dispatches, as our source person. We also made plans for our mileage markers, time-table references and signal blocks with Neil Bellenger. Plans for painting DL&W baggage car were laid out and explained by Jeff Carpenter. Locomotive priority work was reviewed by John Redden. Passenger car wiring and HEP was reviewed by Bob Miner and Phil Schulp. An opportunity for a Bantam crawler crane was presented by Joe Scanlon.

The big push is on to complete our HEP wiring for the excursion car set to support air conditioning for our Fall Foliage excursions in September and October which generate revenue to underwrite our Museum expenses. Thanks for your help.

Trackwork is proceeding furiously to permit completion of track hook up with New York Museum of Transportation this year. Thanks to all our sweating gandy dancers on this critical project.

An extensive array of wiring has been completed in the Depot and on the adjoining Museum grounds. We are already enjoying the capacity and convenience for this effort.

Hope to see you all at our August Chapter Meeting at our Museum.

Take a look at our new sidewalks and concrete aprons just completed at the Depot. This project also includes a new water run off drainage system.

The Vision - "Visionettes" into the future at Rochester & Genesee Valley Railroad Museum

A trolley unloading passengers at loop at NYMT around old fashioned trolley park with bandstand, canoe pond, gazebo and flower gardens.

LV#211 departing from the Industry depot with excursion train set to Avon and Lakeville to meet the tour boat.

A pair of MU-d RDC cars on passing siding at Industry awaiting charter service for a trip on the West Shore.

Our MU car heading north to Mortimer Jct. under 3000V dc reconstructed catenary ala old Erie.

Representative equipment from western New York railroads authentically painted and lettered and in use or on display.

Locomotive and car repairs and restoration being performed at our roundhouse/shop/turntable complex south of Rt. 251 crossing.

A steam locomotive hauling a short train set from the NRHS museum to the NYMT museum.

Operating signals of various representative railroad types along our right of way from NRHS to NYMT.

Youth rehabilitation projects under way with BOCES/II, Oatka Residence Center and NYS Agricultural and Industrial School.

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POWER, SIGNALS & COMMUNICATIONS

-Supt. Neil Bellenger - 359-9985

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During the last three months, a significant amount of electrical work has been accomplished at the Depot. Several conduit runs have been installed in the attic. This is to replace the tangled web of non-metallic cable that has proliferated up there in the dark.

The attic lights are now controlled by a switch near the bottom of the ladder. All of the utility receptacles in the baggage room are now on separate circuits, run in conduit also. This is for the refrigerator, the soft drink machine, the microwave oven, and battery chargers. Charlie

Harshbarger, Mike Dow, Jim Johnson, and Neil Bellenger assisted with this phase of the job.

The chapter electricians have also been assisting Empire State Railcar, Inc. and the chapter members working on HEP-ing the passenger car fleet at Sodus. In June, Mike Dow, Jim Johnson, and Neil Bellenger drilled and punched the new electrical boxes and installed circuit breakers.

In July, with the temperature in the high 90's, the electricians worked under the cars, assisting the owners pulling wire into conduit and attaching the wire to cleats running the length of the cars.

Rand Warner, Gene Redden, John Redden, and Neil Bellenger have made field trips to Hornell to sort through and retrieve various signal items. Thanks to Gene Redden for the use of his truck and thanks to Rand Warner for donation of gas money.

WANTED

Materials

Diesel Fuel

Fine Crushed Stone

Sandblast Sand

Perko Patch Hydraulic Cement

Pea Gravel

Tools

Drill for rail bonds

Hydraulic Terminal Crimper

Hydraulic Conduit Bender

Skills

Sign Painter & Letterer

Industrial Radiator Expert

Heavy Equipment Repair

Equipment

Aluminum Double Acting Track Jacks

Jackhammer - 60 or 90 pound

Heavy Equipment

3/8 Yard Clam Bucket

Hardware

Track Bolts for 80 lb. Dudley Rail

Other Items

300 ft. Chain Link Fence

300 ft. Wrought Iron Fence

Metal Fence Posts

L-6-1 Cummins Diesel

Mounted Tire for Wheelbarrow

8 Volt-4 Cell Loco Battery

THANKS TO

- Jeff Carpenter for spearheading effort repaint our DL&W baggage car.
- Joe Scanlon for arranging concrete delivery for second phase of Depot platform/aprons work.
- Dick Holbert for obtaining 32V to 12V dc-to-dc converter power supply for two-way radio equipment.
- Rand Warner for donation of Stillson 24" track wrench, 300 ft. fiberglass tape, 5 piece lock ring plier set.
- Anonymous donor for replacement 6V battery for our diesel air compressor.
- Dick Holbert for side mirrors for high rail truck and offer to order additional replacement body parts.
- Dave MonteVerde to be resource person for DL&W baggage car restoration.
- Wayne Morrison for offer of large tent-workshop 30'x40' in size and delivery of same, and for loan of bulldozer and use of boom truck and for offer of use of excavator shovel.

NATIONAL RAILWAY PRESERVATION SYMPOSIUM

On Friday September 20 to Sunday, September 22, the Railroad Museum of Pennsylvania will hold its third annual National Railway Preservation Symposium on the theme "Preservation and the Small Museum". Topics will include Exhibits, Collections Care and Management, Community Relations, plus workshops and panel discussions. Registration fee of \$150 includes all meals, tours, train ride, more. For more information, contact Roy Wullich, II - (716) 426-5619.

A.R.M. NATIONAL CONVENTION

On September 27-29, the Association of Railway Museums, Inc. will hold their annual Convention "the Meeting in the Mountains," at the Rock, Trolley Museum. Convention headquarters is the Days Inn, Huntingdon, PA. For more information, contact Dave Luca, (716) 288-0318.

CHINA-BUILT LOCOMOTIVE SINKS EN ROUTE TO JERSEY

By Fred J. Aun

It was the first steam locomotive purchased by the New York, Susquehanna and Western Railway in 70 years. Plans called for it to pull specially chartered passenger excursions over Susquehanna tracks in North Jersey and New York.

But Engine 141, brand new and built in China, is hosting only marine life these days as it rests on the floor of the Bay of Bengal under 6,000 feet of water. The boat delivering the long-awaited locomotive sank in heavy weather on June 7, said James Boyd, editor of Railfan and Railroad Magazine, and Mike DelVecchio, a writer for the magazine.

The sinking was confirmed by Michael Armani, a lawyer and spokesman for the Delaware Otsego Corp., the parent company of the Susquehanna. Armani also said that "there was loss of lives" in the sinking.

Like many other rail fans, Boyd and DelVecchio have been keeping close track of Susquehanna's move into the steam train excursion business. Boyd said railroad enthusiasts, who have known about the Susquehanna's steam engine plan for two years, are flabbergasted by the news. "The feeling in the rail fan community is stunned disbelief," Boyd said. "You tell them, and they think it's a joke. But it's not a joke." Boyd said the locomotive "is the last type of standard-gauge steam locomotive being manufactured regularly anyplace in the world."

He described the engine, built by the Tang Shan Locomotive and Machine Works in Tang Shan, China, as "a standard-design Chinese freight locomotive. It is based on a turn-of-the-century American design that was exported to Japan, but then eventually found its way to China. According to Boyd, the locomotive is a "pre-World War I" design sporting a "few modern innovations." He said that it was built to meet United States boiler codes and safety standards. "It's a Chinese copy of a Russian copy of an American design," DelVecchio said.

The Susquehanna, based in Cooperstown, NY, normally carries freight trains on 500 miles of track between Buffalo, NY and Little Ferry, with branch lines to Utica and Syracuse, NY. Boyd said the firm had been planning the special sightseeing tours for several years and was restoring some former Long Island Rail Road commuter cars, which were to be pulled by the steam engine.

Boyd said DelVecchio, whose magazine is published in Newton, said the railroad has been in touch with several Sussex County organizations to see if there is interest in charter excursions that were to have started this fall or early next spring. DelVecchio said the engine was scheduled to appear Oct. 5 at NJ Transit's Hoboken Festival.

Armani said the railroad "received word it was missing" last week and confirmed the sinking on Thursday. He added that delivery of the engine had been delayed because of the Persian Gulf War, since the preferred route would have brought the cargo through the Suez Canal. Armani said the locomotive and spare parts included in the shipment cost about \$400,000. He said the loss will be covered by insurance.

According to DelVecchio, the 300-foot-long, 15-year-old boat carrying the new locomotive set sail from China on May 20. He and Armani said the vessel, the S.S. Braut Team, was Norwegian. It reported that it was taking on water on June 6, DelVecchio said. [The Star-Ledger, Monday, July 22, 1991]

Membership Committee Report

Thomas A. Way, Chairman

July 18, 1991

Current Statistics

National Members held through Rochester	215
Local Membership (National affiliation elsewhere)	10
Family Memberships	26
TOTAL:	251

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New Members

Bill Benzing
253 Alexander Street
Rochester, NY 14607
Phone: 232-4985
Membership: Regular

Teresa M. Kellett
84 Corning Park
Webster, NY 14580
Phone: 265-3748
Membership: Regular

Bob Lester
215 Ward Hill Road
Henrietta, NY 14467
Phone: 359-3991
Membership: Regular

David C. Miles
796 N. Winton Road
Rochester, NY 14609
Phone: 482-3243
Membership: Regular

Mariann Snell
106 Gregory Street
Rochester, NY 14620
Phone: 454-5405
Membership: Regular

Burt Vane
46 Miles Avenue
Fairport, NY 14450
Phone: 377-1004
Membership: Regular

Peter/Christine Christy
133 Colebrook Drive
Rochester, NY 14617
Membership: Family

Kingsley L. Stanard
30 Edmonds Street, Apt. 4
Rochester, NY 14607
Membership: Regular

At the May Board Meeting, I made note of an analysis I had made on Late Payments and Losses in regards to Chapter Membership. In my opinion, the solution must address three central parts:

- (a) Late Payments
- (b) New-comer Losses
- (c) Veteran Losses

My recommendations included:

- (a) Discounts on dues for timely payments
- (b) New member survey to determine ones interests
- (c) Appreciation Dinner for contributing members

The Board, although receptive to some of my proposals, requested a survey to determine the reasons for our non-renewals. Of the 28 parties that had failed to renew by April 1, 1991, 7 have since renewed, with one other passing away. Of the remaining parties, 11 have responded to the survey.

Of the nine questions addressed on the survey, only five generated a response:

No Time	(3)
Club Too Confusing	(2)
Failure to Communicate	(2)
Waning Interest	(1)
Meeting Too Long	(1)

Other written in responses included:

Illness	(3)
Problems with National	(1)
No Forwarding Address	(1)
Moved out of the Area	(1)

I conclude from looking at the results, a failure on our part to capture and expand the interests of some of our members. The lack of time, confusion, failure to communicate and waning interest are, in my opinion, all related. The upcoming interest survey to be sent to all of our membership hopefully should cut down on our losses.

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BACK TO THE TRACKS

By: Mike Byrne

I've always felt that a newsletter should contain important facts about today's news and what the future may bring to the readers, but I've always enjoyed the editorials and feature stories about one's personal insights into events that may have affected them. Over the years that I've been a member of the NRHS, a number of members have submitted some great railroad stories, including most recently the story about the New York Central's Adirondack branch line. I would like to propose to the membership that we have a section of the Semaphore where members can write feature and editorial stories on their memories or outlook on railroading. I think it would be a great way for people to bring their personal insights into RR activities that may or may not affect the Rochester Chapter directly.

As my contribution, I would like to take an opportunity to reminisce about how I got my start in the world of "rail fanning", and as you will see, it was quite literally by accident!

I grew up in a small town called Endwell, NY which was close to Endicott and Binghamton, NY, and, as a result, had many opportunities to see The Erie-Lackawanna, Delaware and Hudson, and Lehigh Valley Railroads. Many times during the week as my parents drove me around town, we would pass over the double track main line of the E-L. As a small youth, I remember riding along RT17C and trying to figure out what those strange track side things were that dropped down every time a train went by. I would spend hours watching those things go down, and then try to figure out when they would go up. Later I learned they were Semaphores and we were pretty darn lucky to even have them around. As I continued to become interested in trains, I thought all railroad engines were maroon and gray and all railroads had semaphores, imagine my surprise when I saw those strange looking Blue and Gold D&H engines that looked like sharks go by! Oh well, I guess all railroads have to be different. Little did I know that by being surrounded by the E-L, D&H, and L-V, I was going to experience every color that Sherwin Williams ever created!

As a kid, I had no camera so I have no proof that railroads even existed in the southern tier, so you'll just have to take my word for it (unless of course you have seen some of J. J. Young's and Jim Shaunessy's work). All I have is my fond memories of those F units and sharks, but by far my clearest memory is that of an incident that occurred sometime during 1966 or 67.

I was lucky enough to have a Binghamton Press newspaper route and that job included delivering the Sunday Press. My best friend, Bud Fox (whose Grandad was a former ERIE engineer in Binghamton) always helped me on Sundays as the papers weighed a ton (those darn ads!). It was about 7 a.m. and we heard a loud banging sound and then a crash. My paper route overlooked from a big hill the Hayes Avenue grade crossing on the double tracked E-L near IBM's large facility. At the crossing, we saw a sight we couldn't believe, a large moving dust cloud and we watched as 12-15 boxcars began to pile up, almost in slow motion. One by one, they slid sideways and then tipped back and forth. Almost as quickly as it began, the derailment was over. Bud and I still had about 15 houses to get to, so the dedicated employees that we were, we finished our route (we only got 1 or 2 complaints from people who had to pull papers out of bushes). We immediately rode our bikes home and began to tell our parents the late breaking news (after all, we did work for the Press). Strangely enough, our parents went back to sleep and told us to check it out. So Bud and I went on our news gathering adventure.

We arrived about 1 hour after the derailment occurred and the police and fire dept. had already completed their investigation and being that it was Sunday morning in Endicott, they were ready for coffee and donuts. Bud and I were amazed, those loaded cars that were headed for Port Jervis were now facing north and south, instead of east and west. A few had broken open so we got close to see what was inside, imagine our surprise when we made our discovery. We found 1967 Sears Christmas catalogues, millions of partially smashed cantaloupes, and cases of busted cans of Budweiser Beer. The smell from the beer and cantaloupe mixture was enough to make even the strongest have weak knees. Bud and I got close and we each grabbed a Sears Christmas catalog and then ran like hell before the cops from the railroad could catch us. Imagine that, Bud and I were official train robbers (of course, we didn't have to say we didn't get any of the beer, that would ruin the story).

Bud and I rode home and showed our Mom's our salvage operation, I must admit, my mom was pretty impressed that we were able to get the inside line on what Sears was going to be selling that Christmas!!

Well, it took the E-L about 2 days before everything was back to normal and each and every day I was there to supervise the operation. I still remember as though it was yesterday, the noise that huge crane on the tracks made as it lifted each car back onto the tracks. As time went on, old Hayes Avenue saw less and less trains, but became more and more interesting. The E-L began to dump trains about once every year and a half and those D&H sharks and E-L GP's began to come by fewer and fewer times each day. I began to wonder just where they were disappearing to, we still had passenger service in the mid 60's, so I convinced my dad that we needed to take the Phoebe Snow to Hoboken so we could visit my Grandfather who lived in Howard Beach ... well, times running out, maybe next time I can tell you about that trip to Hoboken, or maybe you can tell me about some of your memories as we head back to the tracks!!!



SOUTHERN TIER TRAIN SHOW

BINGHAMTON, NEW YORK

OCTOBER 12 AND 13, 1991

11 AM TO 5 PM EACH DAY

The Cornell Railroad Historical Society/Cornell Chapter, NRHS, the Southern Tier Division, RRE and the Susquehanna Valley Chapter, NRHS are pleased to announce the Southern Tier Train Show which will be held at the Binghamton High School located at the intersection of Main and Oak Streets in Binghamton, NY over the weekend of October 12-13, 1991. Doors will be open from 11 am to 5 pm each day.

The show will feature all sorts of displays, representing both historical railroads as well as model railroads. There will be model exhibits, operating model railroad layouts, operating Lionel, slide programs, videos, historical displays as well as hosting vendors of Lionel, scale models, books, collectables, railroadiana, videos, color slides, historical photographs, etc. The show will be full of interesting things to see and do!! Plan to attend!

For more information contact:

Mr. John Goodnough
1427 Front Street
Binghamton, NY 13901
(607)724-5342 or 648-3072

Admission:

Adults	\$3.00
Children	\$1.50
Family	\$7.50

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



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THE SEMAPHORE

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ROCHESTER CHAPTER

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Correspondence Secretary - Dan Cosgrove
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THIS MONTH'S CONTRIBUTORS:

Tom Bauman, Neil Bellenger, Mike Byrne, Dave Luca, Jack Matsik, Rand Warner and Tom Way.

SEMAPHORE DEADLINE:

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

CHAPTER MEETING:

August 15, 1991 - 7:00 p.m.
R&GV Museum
282 Rush-Scottsville Road
Industry, NY

