

THE SEMAPHORE

The Newsletter of
ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY

Vol. XXXIII No. 3

November 1991

PROGRAM NOTES

By: Jack Matsik

This month's general membership meeting will take place on Thursday, November 21, at the 40&8 Club, 933 University Avenue, Rochester. The November program will be titled "The Lehigh Valley Railroad in Seneca County". Seneca County Historian and chapter member, Sheldon King, will present a program covering the Lehigh Valley route from Geneva to Ithaca, and the Hayts Corner, Ovid and Willard branch.

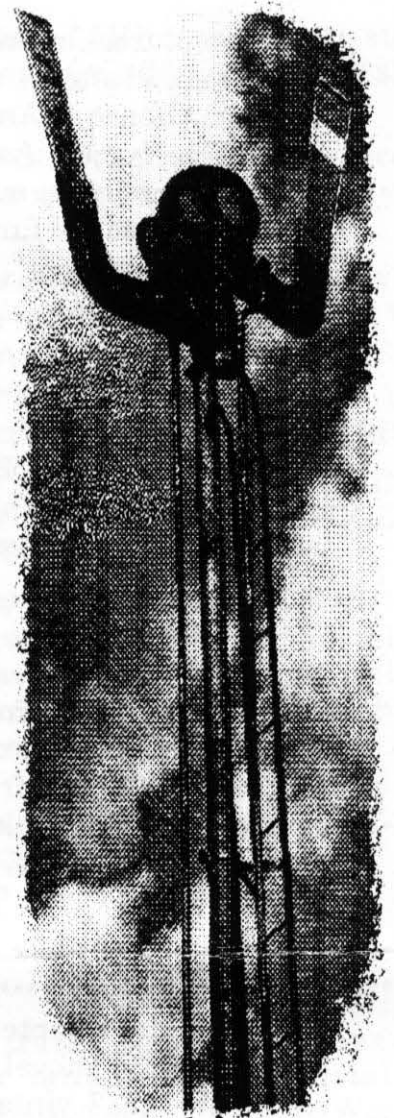
We welcome and need volunteers or suggestions on presenting monthly programs for the '91-'92 season's 40&8 meetings. Please contact any of the program committee members.

Jack Matsik (Chairman)	(716) 442-6269
Bill Limburg	(716) 586-9470
Dan Cosgrove	(716) 352-6931
Roy Wullich	(716) 426-5619
Dave Luca (Board Liaison)	(716) 288-0318

2nd EMPIRE CONNECTION TRACK IN SERVICE

The second track on the Empire Connection (formerly called the West Side Connection), was placed in partial revenue service on Sunday, September 29, over a month ahead of schedule. Full service began the following day, relieving a seven mile single track bottleneck used by the 20 daily Empire Service trains since their transfer from Grand Central to Penn Station in April.

Amtrak officials were pleased with the flexibility provided by the new track, "It makes meets (between trains) a lot easier, and it's improving reliability," said Amtrak spokesman Clifford Black. Black said the job was completed faster than any comparable project he could remember. Completion came about one year after the go ahead, and the costs were within budget. Track work was contracted out, while signaling was done by Amtrak's own crews.



The second track represents a major victory for ESPA, which worked for two years to get it restored after it was cut from the overall project in an economy move. In the end, Senator Alfonse D'Amato earmarked \$11 million from Westway Trade in funds to restore the track. Assemblyman Jerrold Nadler and Congressman Charles Rangel played key roles in mobilizing support in the House when the M.T.A. and Governor Cuomo opposed the fund transfer.

Through service from upstate points to Long Island and the Northeast Corridor, a major anticipated benefit of the new Empire Connection, will not begin until new equipment arrives, according to Amtrak's Clifford Black. Although Amtrak and the Long Island Rail Road had agreed to run a through train from Port Jefferson to Albany, tests determined that the turboliners could not climb the grades in the East River Tunnels on electric power along, Black said. Since internal combustion operation is not permitted in the tunnels, run through service will have to await the arrival of the 10 new dual power locomotives now on order from General Electric. Delivery is expected in 1993.

The reasons for postponing run through service to the Northeast Corridor are less clear. Black said a shortage of passenger equipment was to blame, but he could not explain why the equipment from train 184 from Washington to New York could not continue to Niagara Falls as train 283. The new schedule will provide a 35 minute layover. A 37 minute layover will exist between trains 284, from Niagara Falls to New York, and No. 185, and 4:20 PM from New York to Washington. All four trains use Amfleet equipment. -By Frank Barry [The ESPA Express, Vol. 12, No. 5, Oct-Nov. 1991]

BAY CITY MODEL 38 SHOVEL

By Joe Scanlon

At the annual Chapter picnic, many members got their first look at Joe Scanlon's Bay City Model 38 shovel. Affectionately known as "the orange pumpkin" by the work crews, the 1937 vintage shovel was put into service for the Chapter this summer, widening the East side of the cut for the extension of track #6.

This type of machine was first invented by William Otis in 1815 as a steam powered excavator for use on (what else) - railroad construction. The front shovel is designed to excavate earth or rock banks from track level up.

This Bay City was originally built for the Abram Cleason Co. of Palmyra, NY for use in a gravel pit to load dump trucks. For the previous fifteen years it sat, unattended, in a field in Marion, NY. The heart of the unit is a six cylinder gasoline fueled Buda engine. When purchased by Joe in 1989, the motor was seized up and had to be dismantled to free it up. After about six months worth of effort, the massive Buda engine was finally coaxed back to life. The machine's five main functions were slowly exercised enough so that the unit could be loaded and moved by lowboy to Industry, NY and a second life!

In 1990, mechanical work proceeded and the shovel was sandblasted and painted to the Bay City Shovel Co. original orange and black colors.

In the summer of 1991, the Bay City was declared ready for work. "The orange pumpkin," all 39,000 pounds worth, eagerly dug into the bank and sent many ten wheeler loads of earth north for railroad embankment fill. With the TLC that abounds in our museum operation, this 54 year old work tool should give many years of service to the Chapter.

ROCHESTER & GENESEE VALLEY
MUSEUM WORK PROGRESS
REPORT

-Chmn. Rand Warner - 248-8889

GENERAL

Creating an Environment to Ensure Success

How can we make it possible for our projects to succeed? By making it impossible for them to fail!! Some of the attributes for creating an "all-success" environment would include the following:

Clear definition of what the project is and why it is. Clear responsibility, authority and accountability for those in charge. Adequate and timely tools, materials and equipment to do the job. Good communication amongst all those involved on the job or affected or impacted by the project. Good interfaces to all those who will be supplying to or receiving from the project. Nurture, encouragement and recognition of those who are doing the project. Timely and adequate information and data concerning the job. Sufficient priority and attention from management to ensure clearing up problems and roadblocks. Proper division of tasking and staffing to prevent undue hardship on project personnel. Reasonable expectations for schedule, scope, quality and budget.

What do you think of some of the other attributes for an all-success environment would be?

Safety Issues

At our last volunteer and operations meeting (held the second Thursday every month at the Depot) of October 9, 1991, the following safety issues and concerns were identified:

1. Improved personnel loading ramps and track crossings for those boarding trains & speeders.
2. Need for fire extinguishers and first aid kits in locomotives and revenue cabooses and passenger cars.
3. Reiterated that public is NOT allowed on platforms of locomotives or cars while in motion.

4. Need for repair of MU car vestibule steps and suggestions for addition of non-skid surface.
5. Recommendation that volunteers wear safety shoes to work parties - especially on track crews.
6. Refurbish car boarding steps to prevent sway and add non-skid surface for wet weather use.
7. Rebuild entrance steps to tool car and install fire extinguisher and first aid kit.
8. Put up signs in Depot for NO SMOKING, ALTERNATE EXIT, and AUTHORIZED PERSONNEL ONLY.

Safety is now, has been, and always will be EVERYBODY's business. Safety for ourselves and safety for the visiting public requires continuous vigilance from all of us. If you have any additional concerns, won't you please let any one of us know.

MAINTENANCE OF WAY
EQUIPMENT

-Supt. - Norm Shaddick - 865-2773

Our Chevy Hi-Rail truck developed a serious and unrepairable fuel tank leak, necessitating purchase and installation of a new tank. Work is currently under way to replace a broken rear cab window. As our track-laying work site steadily continues further distant from our base of operations, this vehicle becomes more and more depended upon to transport workers and material to end of track.

Our new hydraulic workhead cylinder was purchased and installed in our Jackson Tamper, after which tamping resumed on our constantly lengthening main line. However, we continue to experience overheating and hydraulic oil leakage problems, which are being investigated.

Thanks to Dave Luca, Rand Warner, Dick Holbert, Jim Johnson, and others for their expertise, donations, and sheer brute force in keeping our venerable Maintenance of Way Equipment in service.

POWER, SIGNALS, COMMUNICATIONS

-Supt. -Neil Bellenger - 359-9985

During the month of September, the wiring to the outside dusk to dawn light for the yard area was reworked by Jim Johnson as part of an upgrade to the underground distribution in the south side of the yard. Also in September, the electrical crew reinstalled and rewired the conduit and wiring to the power stanchion at Track #4. This was necessitated by the relocation of Track #3 alongside the depot by the track crew. Jim Johnson, Charlie Harshbarger, Mike Dow and Neil Bellenger worked on the rewiring.

During October several portable radios and the lights on the Hi-Rail truck were replaced by Dick Holbert. Also during the past month, Jim Johnson and Mike Dow have inspected the main generators and brushes on locomotives NKP #79, LV #211, and EK #6. Also an overall electrical inspection was made on the RG&E locomotive. The main generators, traction motors, and relays were found to be in good condition. The locomotive batteries were cleaned and watered, the engine heaters checked, and a cab heater motor replaced by Norm Shaddick, Dick Holbert, Jim Johnson, and Mike Dow.

For future wiring accessibility, new conduit has been installed in the basement door pit at the depot. This was accomplished by Jim Johnson, Charlie Harshbarger and Neil Bellenger.

A 36 volt power supply has been installed in the depot for an outside telephone system for yard operations by Mike Dow and Jim Johnson.

Near the end of October, a convoy of trucks traveled to Hornell to pick up an assortment of signals from Conrail. Arrangements were made by Neil Bellenger, Rand Warner and Dan Mahoney of Conrail in Hornell. A last minute problem in renting a flat bed trailer left us with limited carrying capacity. On very short notice, several members with pickup trucks graciously agreed to make the trip. Accompanying Wayne Morrison and his flat bed truck with the crane were Joe Scanlon, John Redden, Gene Redden, Charlie Harshbarger, Bob Cowan, Jim Johnson and Neil Bellenger. A big thank you to Wayne Morrison for his time and the use of his truck and to all the people who gave up most of their

Sunday on short notice after spending all Saturday at the depot. Also, thank you to Dan Mahoney in Hornell for his support of our Chapter activities.

For those who may be excavating in or around the switch yard at the depot, anyone in the electrical department will be happy to stake out and mark our underground facilities before you dig.

WANTED

Track & Right-of-Way

- Relay ties and switch timbers
- Crushed stone ballast
- Double action ratchet track jacks, high and low profile

Buildings & Grounds

- Fine crushed stone for walkways and parking areas
- Evergreens, perennials for landscaping

Signals & Communications

- Signal bond wires - qty 100
- Signal bond welding outfit
- Power line truck

Construction Equipment

- Hydraulic fluid
- Gasoline fuel

Maintenance-of-Way

- Ballast regulator
- Tie inserter/extractor

Motive Power

- Torque wrench 3/4" drive
- Steam locomotive

Passenger Equipment

- Sand for sand blasting
- Use of air mask

Freight Equipment

- 5/4 tongue and groove sheathing in fir or cedar
- 3x10 or 3x12 hardwood decking in 10 foot lengths

Tool Car

- 5 hp 30 gal 220V electric air compressor or 3 hp 110V for fixed installation
- 5 hp gasoline powered air compressor - portable

THANKS TO

Bob Cowan for use of truck to haul drafting table donated by Xerox.

- LA&L RR for donation of 20 relay ties thru arrangements by Bob Cowan with Vince Milliken.
- Xerox Corporation for donation of desks, chairs, tables, files, stools, map and plan files, drafting table with machine, bookcase and stationery cabinet.
- Jim Stewart for investigation of BR&P turntable restoration, repair and reinstallation.
- Larry Fennessy for offer to do professional video tape of our museum for visitor orientation and general publicity purposes.
- Scott Ballou of BOCES for offer to tune up our 16mm Graflex sound movie projector.
- Bob Turner of Barry Center for donation of truckloads of cribbing for leveling ties on our right-of-way.
- Ed Morgan of Morgan Grain Service for donating use of truck, flatbed trailer and driver to haul ties from Manchester.
- Wayne Morrison for use of heavy boom truck to install turbo in NKP #79 and to deliver signals from Hornell to our museum.
- Bill Reid for information on ties, trucking and right-of-way structure.
- Doug Hooper and Steve Huse for information on rail, ties, switches and switch timbers.
- Mike Byrne for public relations effort on RG&E loco and for coordinating input for STEAM PASSENGER DIRECTORY.
- Charlie Harshbarger, Joe Scanlon and Dick Holbert for donations of gasoline fuel for construction and maintenance-of-way equipment.
- Jim Johnson for coordinating donation of set of precision battery hydrometers.
- Norm Shaddick for donation of battery voltage - under-load tester.

- Neil Bellenger for donation of oxygen and acetylene for welding and cutting.
- Mike Dow for salvaging electronic equipment.
- Dick Holbert for coordinating radio equipment installation for RG&E locomotive.
- Dave MonteVerde for offer of replacement of swivel engineers seat for RG&E locomotive.
- John Redden for pickup and trucking of structural steel donation arranged by Jim Deane.

OFF THE WIRE

Baldwin to Become Mall. The former Baldwin Locomotive Works property in Eddystone will be the site of a 380,000 sq. ft. "mega-mart" shopping center, according to the Philadelphia Inquirer. The property has been vacant for a long time and is a prime location in the Philadelphia area, being at the junction of I-95 and the soon-to-be-completed I-476. [The Call Board]

EPIC Containers. Have you noticed those containers marked "EPIC" in Conrail trains? New Jersey based Environmental Protection & Improvement Corporation is shipping garbage to landfills. Berwick (PA) Freight Car has won \$11.8-million contract for 200 articulated container cars, built to handle six containers of high-density solids, from EPIC, which will use the cars to transport sewage sludge from New Jersey to Texas. [The Lake Shore Timetable]

VIA Rail Canada continues to acquire former US railroad stainless-steel passenger cars. Latest purchases include former Budd-built Railway Post Office cars - removed from UP maintenance-of-way service - which VIA will have converted to head-end power baggage cars by SEPTA Rail near Montreal (QUE). [Cinders]

On October 15, 1991, American-European Express ceased operations in order to preserve its resources; bankruptcy is not planned. AEE hopes to resume service soon, but for now the AEE's "Royal Floridian" is on hold. [National Association Railroad Passengers]

Membership Committee Report

Thomas A. Way, Chairman

October 17, 1991

<u>Current Statistics</u>	
National Members held through Rochester	219
Local Membership (National affiliation elsewhere)	11
Family Memberships	26
TOTAL:	256

DUES INCREASE & INCENTIVE

The National has increased their dues by \$2.00 for 1992. The Rochester Chapter has a proposal to increase local dues which will be voted on by the members at the November meeting. The proposal is to increase the Local portion of our Regular dues to \$16.00. This would bring the total amount of the Regular dues to \$30.00. HOWEVER, to offset the Local increase, we are offering a discount of \$4.00 to those who pay their dues by February 1, 1992. (For Retirees/Students, the increase on the Local level would bring the total to \$25.00. A discount of \$2.00 would be offered to those paying by February 1, 1992.) This proposal is meant to encourage the approximate 10% who are routinely late with their dues to PAY UP EARLY, and SAVE! Again, for those paying by the February 1 deadline, the discount would negate the Local increase.

TOP TWENTY CHAPTERS

It's been nearly a year since our last roll of the 200-Plus list. Totals shown reflect the number of members paying their National dues through each Chapter:

- | | |
|------------------------------|-------------------------------------|
| 1. Bluewater Michigan (544) | 11. Chicago (283) |
| 2. Philadelphia (435) | 12. Mohawk & Hudson (280) |
| 3. Atlanta (422) | 13. Saint Louis (261) |
| 4. Washington DC (382) | 14. Niagara Frontier (244) |
| 5. Pacific Northwest (377) | 15. Long-Island-Sunrise Trail (239) |
| 6. Intermountain (348) | 16. Old Dominion (232) |
| 7. Ontario and Western (327) | 17. Lancaster (226) |
| 8. Central Coast (326) | 18. Heart of Dixie (221) |
| 9. Baltimore (316) | 19. West Jersey (218) |
| 10. C.P. Huntington (314) | 20. Rochester (216) |

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

Following are some of the new books we'll have available at the November meeting
(Rochester Chapter NRHS members subtract 20%):

All Aboard Amtrak	\$50.00
Wabash in Color	\$45.00
EL in Color, Vol. 1	\$45.00

We also hope to have copies of Sheldon King's reprinted book "The Route of the Phoebe Snow!" Sheldon is planning to be at the meeting so you can even get him to autograph a copy of the book!

Due to low sales, we have discontinued selling "Locomotive & Railway Preservation" magazine.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

NOVEMBER

- 10 - Genesee Society of Model Engineers Meet - Batavia, NY
- 14 - Operations/Planning Session - Industry
- 21 - Chapter Membership Meeting - 40&8 Club
- 28 - HAPPY THANKSGIVING!

DECEMBER

- 5 - Trustee Meeting - 40&8 Club
- 12 - Operations Session - Industry
- 14 - Santa Claus Train - Omid RR - Sodus, NY
- 19 - Chapter Membership Meeting - 40&8 Club
- 21 - Santa Claus Train - Omid RR-Ontario, NY
- 25 - MERRY CHRISTMAS!

JANUARY

- 2 - Trustees Meeting - 40&8
- 9 - Operation/Planning Session - Industry
- 16 - Chapter Membership Meeting - 40&8 Club

ROCHESTER CHAPTER
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THE SEMAPHORE

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ROCHESTER CHAPTER*

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Tom Bauman, Neil Bellenger, Dave Luca, Jack Matsik, Joe Scanlon, Norm Shaddick, Rand Warner and Tom Way.

SEMAPHORE DEADLINE:

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

CHAPTER MEETING:

November 21, 1991 - 8:00 p.m.
40&8 Club

