



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 664, Rochester, NY 14603; Published Monthly

February 2000
Volume 42, No. 6

Program for February 17:

LV's Buffalo Division

by

Mary Hamilton-Dann

The program for the February 17 meeting of the Rochester Chapter, NRHS will be an illustrated presentation of the Lehigh Valley Railroad's Buffalo Division by Mary Hamilton-Dann.

Program Committee

Jack Matsik (Chairman) 442-6269
Bill Limburg 586-9470
Dan Cosgrove 352-6931
Dave Luca (Board liaison) 288-0318

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

Library Winter Hours

2 to 5 PM on

Sunday, February 20

Sunday, March 19

Library Phone: 872-4641

Schedule for Track Car Training:

Classroom:

- Saturday, March 25
- Saturday, April 1
- Saturday, April 8

Combination, Class & Hands on:

- Saturday, April 15

Hands on:

- Saturday, April 29
- Saturday, May 6
- Saturday, May 13

Jeremy will be making a mailing to all previous operators. Anyone interested should contact Jeremy Tuke at 359-8944.

Classroom sessions are about 1-1/2 hours. These will cover operating procedures, safety issues and related topics.

Operating sessions will involve actual operation of available track cars up and down the line.

First Aid Class

February 19: 9 to Noon

at Henrietta Volunteer Ambulance, 280 Calkins Rd.

This is an "introductory course" to acquaint one on how to handle various types of medical emergencies. It will be taught by Dave Hulings and Mike Byrne.

Those volunteers who are/will be car hosts, track car operators or museum guides, as well as those working at the museum, should consider attending.

Pre-registration is necessary for planning. Please call Mike Byrne at 225-5659 for information or to register.

Directions: Going South on I-390, exit to Hylan Drive, turn left, go to end Of Hylan, turn right onto Calkins. Henrietta Volunteer Ambulance is located at #280 just before Calkins goes under I-390.

Safety

Safety is OUR #1 PRIORITY

Qualified operators are trained on qualified equipment.

Qualified equipment is regularly inspected and maintained.

Safety issues are clearly communicated and acted upon.

Safety is EVERYONE's business.

Safety requires proper protective gear be understood, available and properly used.

Safety is being proactive: be sensitive to your surroundings and potential hazards.

Safety is always positioning yourself so you don't get hurt if something goes wrong.

Safety is concern for the other person as well as yourself.

Safety is looking out for the welfare of our public visitors.

The First Winter Sleep Over at RGVRM

- Overnight: Friday, February 18 and Saturday, February 19, 2000 using Chapter cabooses, and possibly *Pine Falls* if we have enough participants signed up.
- Bring your own food to share and cook in the cabooses. We will coordinate menu with you.
- Bring your own sleeping bag. Each car used will have SOME heat.
- Chapter will provide water, coffee and pop, and also restroom facilities.

Reservations: Rand Warner, 428-8586, or John Redden, 388-9124 (e-mail: redden@kodak.com)

Reservation cutoff will be the Chapter's meeting on February 17. Space is limited!

No Charge for this Event!

Letters to the Editor:

Maine Two-footer/Rochester Connection

by Harold Crouch

The Book Review by Mr. Bill Heron in the January issue of *The Semaphore* was most interesting -- I have a copy of the first printing.

Perhaps a small foot-note may be added. With the demise of the two foot gage railroads in Maine, somehow one of the locomotives (I did know which one, but at this late date have forgotten) made its way to a scrap yard here in Rochester that was on the north side of former New York Central Railroad, not far from the present Amtrak station.

When I started working at Rochester Products Div. of G.M., I met a fellow by the name of Ed Crane. Ed told me he had spotted the locomotive in the scrap yard and having learned that Mr. Ellis Atwood was planning on building a two-foot gage railroad on his cranberry farm at South Carver, Mass., Ed notified Mr. Atwood. Mr. Atwood at once sent a representative to Rochester and purchased the locomotive. It was then loaded on a flat car for shipment to South Carver.

At South Carver, the locomotive was rehabilitated and put back in service on the Edaville RR.

Thus it may be aid that Rochester played a small part in saving something from the Maine Two Foot Gage Railroads.

As an aside, a party I know has a beautiful 1" = '1'-0" scale live steam model of Sandy River & Rangle Lake locomotive #8 at Holliston, Mass.

Department of Corrections

#1. Jim Dierks called right after receiving the January issue of *The Semaphore* to say he was probably one of 400 (he was the ONLY one) who would call about my "goof" in Dan Cosgrove's article on "Regarding Dispatching, Main Line 1940s Style". In Paragraph 3, I attempted to clarify NYC track numbering -- and messed it up. (Sorry, Dan). It should read: Looking north, the tracks were numbered: Track #2, eastbound; #1, westbound; #3 westbound, and #4 east-bound).

#2. The caption for the "Ilalton County Radial Railway Museum" on Page 6 of the November '99 issue was left out. Here it is: "Toronto Transit Commission Peter Witt car, #2424, (large) rests between trips". Apologies to Bill Heron!

A Note from Bill Reddy

[Ed. You may remember that Mr. Reddy travelled from the Souther Tier to give a program to the Chapter in October of last year.]

"The article on the B&O Caboose C-2631 was of great interest to me, as a life long fan of both the B.R.&P. and the B.&S.R.R., as well as the Buffalo Division of the B.&O.

"Note that the three ex B.R.&P. cabooses sold by the Wellsville Addison and Galetton R.R. are still in existence, would like to expand on them.

"Caboose C-2640 is located on New York State Route 19, on the out skirts of Belmont, N.Y. This car is in rough shape, with nothing being done to it in several years. It may be for sale now.

"Caboose C-2654 is in much better shape. It's located at Manhattan near Gaines, PA on US Route 6 and used by its owners as part of an ice cream stand in the summer months.

"Caboose C-2620 was sold by WAG to a doctor from Coudersport, PA and is on a farm along Route 49 between Gold and Coudersport, PA. The farm including the caboose was sold to John Reggis, President of the Adelpia Cable Co. and the Buffalo Sabres Hockey team. It has been repainted into a white paint and as yet I have not been able to determine the current use of this car.

"Back in October of 1999, passing through Weedville was unable to locate the caboose C-2618. However there is a caboose just outside of Riker Yard, on the road to Brookville, PA with an Ex B.R.&P. caboose. This may be the same one that stood in Weedville, PA for some years."

GK Update

George Knab attended the Year End Party in January. It was good to see you there, George, and contribute your wit to the festivities!

Our Prayers are with Jerry Gillette and his Daughter

Jerry has been travelling between here and Philadelphia to give a parent's support to his daughter who is seriously ill.

Don't Forget to renew your National and Chapter Membership for Year 2000!

Beth Krueger Takes Over Membership Duties

Beth Krueger, who joined the Chapter this past Fall, has volunteered to Chair the Membership Committee.

By now you should have received your "Dues Packet" containing the dues notice, a letter outlining the renewal procedure and several one-sheet, double-sided Year 2000 calendars. If you haven't received this packet, please call Beth at 288-1304 (h) or 292-2732 (w).

Note that the deadline for renewals is March 15, which is about a month away when you receive this issue. A prompt renewal would assist Beth in processing and forwarding your National dues so that you will not miss an issue of the *NRHS Bulletin*.

Also note that donations are solicited for the Chapter and the National. Among the Chapter active funds that could use a boost are: (A) Restoration building interior, floor, pit, electric, etc.; (B) Subway Car #60 restoration; (C) Window replacement on the Excursion Car Set; (D) Industry Depot roof replacement; (E) Steam Preservation Fund;; and (F) General Fund.

Send the top part of the notice and your check, payable to Rochester Chapter NRHS, to: **Beth Krueger, Membership Committee Chairperson, Rochester Chapter NRHS, P.O. Box 664, Rochester, NY 14603.**

We hope that you not only post calendars at home and at work, but also pass a couple on to possible new recruits to our Chapter and Museum.

Besides chairing this committee, Beth has been working on our most recent locomotive, which our editor will call "Little Squirt" for the time being! It is a small Plymouth engine that at one time shuffled cars around the Odenbach's plant on Dewey Ave. A picture, which Beth took, should be appearing in the next issue.

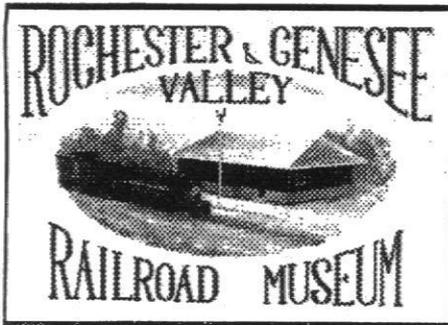
Membership Information

Dues for the calendar year are:

Regular \$30; Student/Retiree: \$25; Family; \$40 Other membership levels are available. Includes membership in the National Railway Historical Society.

If a member of NRHS and wish to join the Rochester Chapter, deduct \$15 from the above categories.

Make check payable to Rochester Chapter NRHS and send to: Rochester Chapter NRHS, P.O. Box 664, Rochester, NY 14603.



Rand Warner, Director, 425-8587

Car barn Comment

Bernie Cubitt, Bill Chapin and Chuck Whalen continue to uncover new discoveries in the RL&B trolley interurban #206 – this last time it was some heretofore unknown windows in the restroom area. Bernie and Rand Warner went on a recent road trip to inspect candidate truck sets to get this trolley back on wheels again.

Rochester Subway Car #60 now has all woodwork removed from front to rear vestibule, excepting the wood floor. We are now essentially ready to start metal work repairs to the central car body. Your Board of Trustees has given preliminary approval to purchase MIG/TIG/plasma welding and cutting equipment. Art Mummery and Dave Luca are rounding up equipment information, recommendations, and pricing.

Traction motors in Sweeper 143/147 from Thendara (2), plus others available, will give us the capability of powering up one four-motor car or two two-motor cars.

Neil Bellenger & Co. have gutted the interior of the former sweeper, to convert it for line car use. Spare parts will support the sister sweeper #130 at NYMT. After cleaning off projections on the bottom of the car body we will be ready to set it onto a 50-53 foot flat car. Painting in yellow with black trim is progressing as weather permits. We want to get a better tarp on the roof.

We plan to install our Onan 250kw diesel generator set, 800 amp. three-phase rectifier, and associated switchgear into a trailer enclosure for weather protection, security and transportability. Lynn Heintz and Rand Warner are identifying possible candidate enclosures.

The gang at NYMT has really been cranking out span wire assemblies to continue construction of the overhead. With little or no snow accumulation, we might be able to use our bucket truck, even in the winter weather, to install more span wires.

Heavy Equipment

Art Mummery and his elves are continuing work on the "Big Bertha" army dump truck so that we can put it into service for the coming construction season.

Joe Scanlon & Co. have clinched a deal on a 35-ton crawler crane in excellent condition. This unit is out of state and will require a spring road trip to prep it for relocation. The new-to-us unit will free up our big 35-ton P&H crane on rubber to go and stay at Webster to support the passenger excursion train work.

We are currently pursuing about a half dozen leads for a high production hydraulic excavator.

Motive Power

John Redden and his "army" are continuing work on RG&E #1941 loco rehab as weather permits.

Loco EKC #6 has been in service almost every weekend throughout the winter weather.

Rand Warner & Co. have identified and inspected additional "Trackmobile" resources.

Norm Shaddick has rehabbed the cab door weather seals on Army #1843.

Quotes are in receipt for rework of Army 80-tonner loco damaged in transit.

Dick Holbert is continuing work on maintenance, repair and upgrade of two-way radios for locos.

Our Plymouth gas-mechanical "critter" - shifter loco, from the former Odenbachs Shipyard Plant in Greece, is getting lots of interest and attention. Our restoration crew is taking shape, including John Redden, Kevin Klees, Beth Krueger, Bob Mader, Rand Warner, and Dale Hartnett's Young Explorers group. Let us know if you are interested.

Steam Team

We are actively working on not one but two steam locomotives at this time. This work involves boiler work; i.e. tube removal, etc., as well as mechanical work; i.e. running gear rehab. There is also carpentry work on windows, doors, and liners of cabs. We can use machinists, pipe fitters, welders, and many other skills.

Call John Redden (388-9124) or Ron Amberger if you'd like to be part of this exciting work.

There will be steam in our near term future -- possibly starting operations first with the Heisler fireless 0-4-0, using an

auxiliary charging boiler. Then adding the Vulcan 0-4-0T after necessary boiler rehab.

Our Board of Trustees has already given preliminary approval of funding for the initial phase of boiler lagging removal. We hope to get this effort underway soon in 2000.

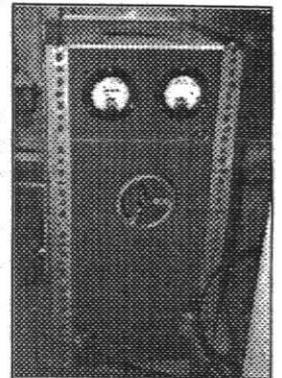
Can you picture a steam powered, double-header train heading up the hill from the Depot, blasting thru the cut by the abutment? Now that would be some real railroading.

Passenger Equipment Fleet

Supt. Bob Miner

Foreman Gale Smith has refurbished the end table/radio speaker cabinets for the *Pine Falls*. He and Dave Luca have been installing overhead lamp assemblies; there are 138 of them; about 70% are up. The car's internal annunciator system is partly operational. We have talked of rejuvenating the old radio system. Dave and Bob Miner traced out that system's wiring. Bob Miner brought "Frankie" rectifier set from the Excursion cars to provide extra power for the car at the Year End Party.

Foreman Chuck Whalen continues work on the Erie Stillwell coach. We have been chasing sources for seat frames and cushions. We have tempered Masonite on hand to start the arched ceiling replacement. We have now two candidate sources for bendable materials for the S-shaped soffits. Bernie Cubitt has been working on the installation of metal window trim.



DL&W Baggage Car

Foreman Chris Hauf has completed the new interior displays of timetables on the walls and other items in glass cases.

Pennsy RPO Car

Needs new exterior replacement paint job, while surface is still in good condition.

E-L MU Power Car

Dave Luca has been working on roof. We need some serious work here – along the east edge where roof joins car side, and also around ventilator seams, etc., where water is getting through and damaging ceiling soffits.

Trackwork & ROW

Our immediate priority is to complete the rehab of Switch #6 so we can return it to service and again have access to and use of Track #6. This effort will entail completion of frog rebuild, and realignment of Track #6 to repositioned frog. This work can continue, at least in part, through the cold weather.

The Year 2000 Season Opening is currently scheduled for the Sunday of April 30, in conjunction with the anniversary of Casey Jones. This is two weeks earlier than last year and will require some very close attention and focus to many details of construction and operational readiness.

If we get any extended winter thaws in January, February, or March, that will permit us to complete final grading and ballasting for our new siding to go in on the west side, outside of our Restoration Facility. Once that track is operational, we will have greatly increased flexibility of both operations and storage, to unblock our existing gutted tracks at both RGVRM and NYMT.

Let's all hope and pray for an early, DRY spring to help our many construction activities.

Raising the Big Top

Saturday, January 8, was a great day weather-wise. The weather, reasonable temperature, and modest wind enabled a large crew to unfold, raise, install and tie down a heavy, rubberized canvas tarp, donated by Silk Road Transport, onto the roof of our RL&B interurban #206.

This effort involved a "Cecil B. DeMille" sized crew on ropes; including Bill Chapin, John Stewart and daughter, Dan Waterstraat, Bob Miner, Bob Mader, Rand Warner, Bernie Cubitt, and more. Now the car is much better protected against the elements. Bernie plans to get a good, heavy duty tarp to reinforce coverage over the south end vestibule.

Test Your RR Jargon

Associate the following slang from the days of steam with their more common nomenclature:

1. Clown wagon
2. Eagle-eye
3. Nickel grabber
4. Cornfield meet
5. Bend the rail
6. Rattler
7. Thousand-miler

>>>>

Utility Power Trailer

Jeremy Tuke, Bob Mader, Rand Warner and Bob Miner have started work on re-roofing the 24-foot power and air utilities trailer that will support the Restoration Facility for three-phase, 240 volt power and shop air.

The east side top rail has been reinforced or replaced, bad top bows removed and replaced, and new sheet aluminum roll roofing rough positioned.

The next session should result in the roof being final positioned, fastened in place, and caulked.

Meanwhile, Art Mummery and Co. have repaired and straightened the rear door tracks for the raisable sliding door.

Once the trailer is closed in and weather tight, we can move it outdoors with our tow truck, and continue electrical and mechanical work. This will provide needed inside space for other shop projects.

We would hope to have the utilities trailer located into final position, to the west and below the Restoration Facility, and providing support to the building activities, before the end of year 2000.

Picture this

We could put up a signboard right NOW for this work that is already in progress!

"Under Construction"

Northeast Quadrant, Dave Luca, Manager

- LA&L RR connection switch
- Display tracks & storage tracks
- Museum displays & exhibits
- Track motor car rides
- Steam passenger train ride
- Electric trolley car ride
- Diesel powered passenger train
- Antique Erie RR passenger & freight stations
- Operating signal system
- Connection to NYMT

8. Shuffle the deck
9. Glory hunter
10. Rear shack

This "test" is from *The Golden Spike*, Promontory chapter, NRHS, Jan/Feb 2000, pg 5. Answers are somewhere in this issue you are reading.

Thanks to

David Jacobs of Star Headlight and Lantern Co. for donation of several assorted new electric hand lanterns.

Garland Miller and **George Murray** for RL&B trolley info.

Gale Smith for an endless supply of materials for our ever popular *Pine Falls* sleeper-lounge.

Charles Harshbarger for still more stationery cabinets and file cabinets.

Don Brown for a great set of photos and data showing our BR&P caboose series, both inside and out, before they were updated by B&O. This will be a great help in back-dating our unit.

Lynn Heintz for offer of 32-foot trailer for trolley power supply.

Joe Scanlon, **Charles Harshbarger** and **Lynn Heintz** for Railway Express truck information.

Dave Monte Verde for info on items needed for passenger and trolley cars.

Bob Welch and **Donald Cornman** of Simcona Electric for arranging donation of assorted heavy electrical cable for our trolley electrification effort.

Wanted

- Complete set of "RailPace" magazines for volunteer technical library at RGVRM Engineering office at the Depot. Also "TRAIN" newsletters (not "Trains" magazines)
- Skid steer loader
- Hydraulic excavator
- Pintle hook assemblies
- Low profile track jacks
- Double ratchet action track jacks
- Gage rods, single or double ended, insulated or not insulated
- 32 volt bulbs for *Pine Falls*, Erie Stillwell Coach, MU Power car, etc.
- Good, useable switch brooms for our locos and cabooses
- Hi Rail gear, any type, light or heavy duty

Lake Shore Chapter gets grant

The Lake Shore Chapter at Northeast, PA received a \$5,000 grant to cover the repainting of Little Joe, repairing the roof of the P&S wooden caboose, and erecting an elevated crossing tower. [*The Lake Shore Timetable*, Jan. 2000]

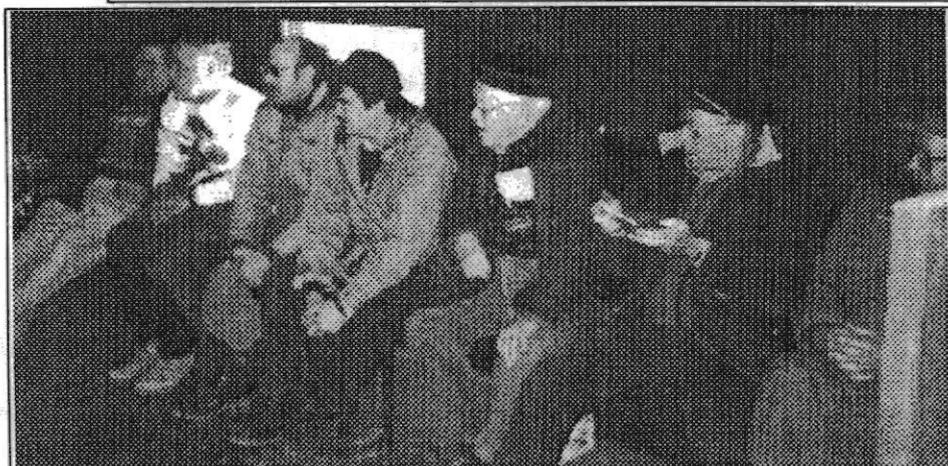
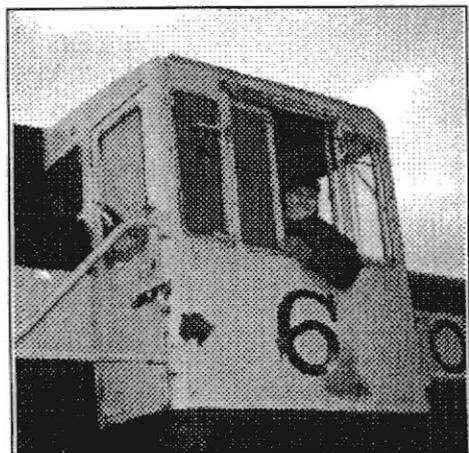
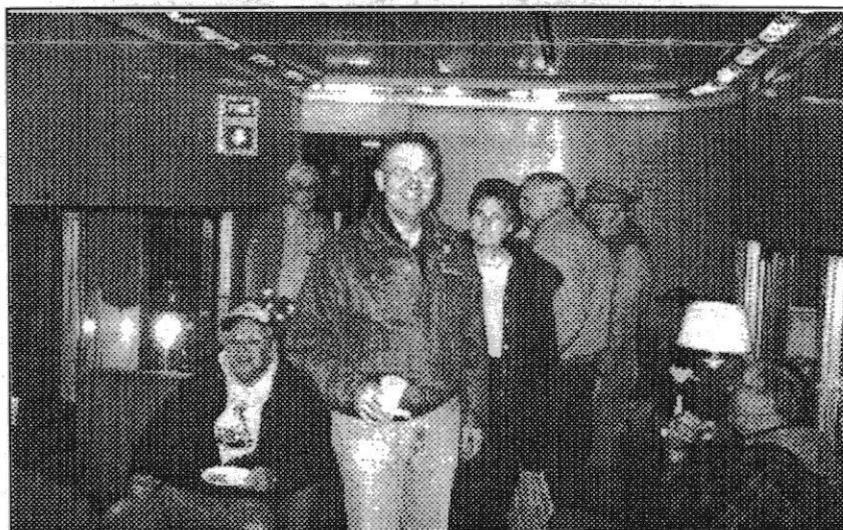
Y2K Year End Party Firsts

- All time record: Attendance over 100 people!
- B&O bay window caboose in service!
- PRR RPO car to the S-curves!
- DL&W baggage car to the S-curves!
- Switch #6 straight lined!
- Food at 7 different places!
- *Pine Falls* overcrowded!
- MU Power car overcrowded!
- Hobo food cooked outside on fire!
- Buffalo Bills game encroaches on TV!
- Home made goodies from our own walnut grove!
- Electric lighting in B&O caboose and use of Vulcan #12 headlite for backup moves, running off Steve Huse portable generator.
- First time use of rear end markers on Pennsy RPO car.
- 1940's music being played in *Pine Falls* lounge.

Profits from Party over \$100, will be dedicated to restoration of Rochester Lockport & Buffalo trolley interurban Car #206.

Thanks to all the MANY, MANY people that helped to make this event such an outstanding success!

Photos by Donovan Shilling



Not a Scratch?

[Ed: The following article appeared in the February, 2000 issue of *Bridge Line Historical Society Bulletin* and was originally published in the *Edmonton Journal*]

"A Lacombe man survived a harrowing collision with a CN freight train, then clung to the side of the speeding train for 20 km before he derailed it and walked away.

"John Ebeling, 40, suffered only minor cuts and scrapes. "He's really shook up", his wife Nancy said late Tuesday. "He's really sore but otherwise he's fine."

"The incident began shortly before 8 a.m. at a crossing about 8 km northeast of Sylvan Lake, when Ebeling lost control of his pickup on an icy rural road. His truck slid into a railcar in the middle of the train. The train dragged the pickup for about 4 km but Ebeling managed to escape through his truck's back window, and climbed onto the side of a railcar.

"The truck dislodged from the train and was totally destroyed. Ebeling was still hanging to the side, waving for attention, when the train passed through the town of Sylvan Lake. Someone in the town saw him and called police to stop the train.

"RCMP said Ebeling was unaware a dispatcher had been contacted. To try to attract attention and stop the train, he uncoupled the rail cars. When the cars disconnected, the emergency brakes automatically engaged, stopping the front section of the train. The back end, which was still moving, smashed into the front end, causing 13 empty rail cars to derail about 2 km northeast of Eckville.

"The rail cars piled on top of each other so high they tore down the power lines beside the track. About 180 meters of track was ripped up, police said. "We don't know how he walked away from the derailment", said RCMP Corp. Dave Hammond. "He just apparently stepped off the car and walked to the front of the train."

"Ebeling was taken to the hospital in Red Deer and sent home."

Amtrak ridership up for FY 1999

For the system, the ridership was up 2.0% with 21,509,694 passengers. But, ridership on the *Lake Shore Ltd.* fell by 3.9% (320,868 riders). The biggest drop was for the *Pennsylvanian* (33.6%). Both of these trains suffered from congestion on NS and CSX lines after the Conrail breakup.

The biggest increase were for *Capitals* (western states) and *Keystone*, both at 17.5% and *Adirondack* (16.7%). The *Heartland Flyer* was 100%, but it did not run in 1998. [The *ESPA Express*, Jan/Feb 2000]

History of the New York Central Railroad Telephone and Telegraph Department in the State of New York

by R. D. Bean

When I first started with the railroad I learned of some of the history of the T&T department as it was called. It was separate from the signal department.

There were two pole lines along the four track main line from New York City to Buffalo. Everything east of Buffalo was considered lines east. Lines west was from Buffalo west and together they made the New York Central System.

During the early years, all trains were dispatched by telegraph and each tower operator and dispatcher had to know the Morse code. This went on until in early 1940's when they started using telephone communication.

There was set up a standard for all things related to the T&T department which consisted of the inside plant and the outside plant.

The inside plant took in all the wiring from the protector which was usually mounted in a standard protection cabinet inside of the building to the operator's desk and all other offices within the building.

This usually was the dispatcher's telephone lines, the message lines and block lines plus any and all PBX lines and the telegraph lines. In some cases the telegraph lines would operate a Teletype machine.

On the operator's desk there was a six or twelve lines jack box with a two conductor cord which he would plug into the line he wished to talk on. There was on the wall several selector cabinets, one for each telephone line. These were operated by the dispatcher and message operator to call the out lying locations by phone, usually from a division point.

The outside plant consisted of the pole line with wires and cable, both aerial and underground. Which at the time that I started, was a huge plant. Most of it was built by the Postal Telegraph Company and the Western Union Telegraph Company.

In 1913 & 1914, there was a controversy between the railroad and Western Union over who should pay for space occupied by the signal department. It resulted in the Strong Pole Line agreement of 1918. The agreement brought in Class 1 poles and (H) fixtures.

There were circuits beside the railroad circuits which at that time went to all kinds

of industry: ADT, Sun Oil Co., horse wires to race tracks, alarm, and clock circuits -- all kinds of communication.

In the year 1948, the Western Union, which had bought out the Postal Telegraph Co., turned over to the railroad all its lines and equipment on railroad property. The men who maintained the pole line could either stay with the Western Union or the Railroad; most stayed with the New York Central.

To read the pole line from the ground you had to stand with your back to New York City, look west and read the ten pin cross arm from left to right starting with the top arm. This was important because the wires were bare and employees were given portable telephones to clip on the wires when necessary to communicate with the dispatcher or tower operator. This was true whether you were on the Mainline, the West Shore, or the Auburn road.

Most of the original poles were American Chestnut with some cedar. Replacement was with creosoted yellow pine (CYP).

(Note) In 1924, the people working on the pole line first used a Fordson tractor with (good results) per the American Association of Railroads. Before then, the railroad might hire a farmer and his team to transport poles along the right of way.

One has to visualize the railroad as a four track road with no access to it other than road crossings. The only way to maintain the pole line was by motor car or work train.

If there was a derailment, you had to depend on work trains and the big hook (steam crane) to get in and out of the location. This was before the advent of heavy construction equipment that is available today.

All road crossings with electrical protection had to have power. The signal department had to run wires along the right of way to keep the batteries charged which resulted in 440, 550 and 660 AC volt lines on the poles. These wires were larger and insulated and located on the lowest pin arm. Even so, it posed a danger to line men; some men were unfortunate.

The Rural Electrification bill did not get approval from Congress until 1933. And it was years after that before there was electrical service available at road crossings.

During the War years, the President of the New York Central RR was Gustav Metzman. He was made a colonel in the

(Continued on Page 7)

NYC Telephone (Cont'd from Pg. 6)

army. All employees came under the jurisdiction of the Federal Government and it was a felony to tamper with the pole line.

During the War years a tower for an interlocking had to be manned and there had to be a Signal maintainer present when the President's train came through. Most communication would cease while the President of the USA was on the division in his private cars. The President had a communication car with him at all times and if he was to stop in a city, he was immediately connected to the local PBX lines which were located along the platforms, and would use the Railroad telephone operator's service.

Library Report

Charles Robinson, Chairman

The Chapter Library is on the left side of the parking lot at the end of May Street in Webster. It will be open for general use on Sunday afternoon February 20 between 2 and 5 PM. Come out and learn more about your railroad of interest in our comfortable warm luxurious facility!

The library is also opened on Monday evenings for limited use as the staff sorts and catalogs books at that time. Because this is winter, it is best to call the Library Chairman Charles Robinson at 716-377-4245 (email: c2robinson@aol.com) to be certain that someone will be present these Monday evenings.

Jerry Gillette has completed and corrected the listing of the Woodbury negatives (all 3048 of them!) This has been an outstanding contribution to the Chapter's historical archives and we do wish to express our appreciation to Jerry. The entire list of about 60 pages will be printed and then a few copies made available to be loaned to those who would be interested in the collection. Currently arrangements can be made to have the chapter print them using a commercial photographer. The negatives are not loaned.

Our selection of books continues to expand. John Stewart has donated rail books entitled *All Aboard Amtrak and 20th Century Limited 1938-1967*. John has also purchased with library funds, from sale of excess duplicate books and magazines, through the Chapter's bookstore the following books of local interest:

EL Color Guide to Freight and Passenger Equipment

CNJ-LV Color Guide to Freight and Passenger Equipment

>>>>>

NYC Color Guide to Freight and Passenger Equipment

New York Central's Great Steel Fleet, 1948-1967

New York Central System Diesel Locomotives

New York Central's Lightweight Passenger Cars, Trains and Travel

New York Central Stations and Terminals

New York Central's Mercury Train of Tomorrow

New York Central: Trains of the Future

These books will circulate. A visit to the library is a must for NYC fans!

Gale Smith continues with the task of cataloging and entering books in our database. Steve Oagley has been working on sorting out the recent contributions to our archives. Dave Luca and Bob Miner have been assisting in organizing new periodical donations. As we absorb these new rail materials, we will be also bringing out older archival material from NYMT to sort and catalog. Anyone interested in joining in this interesting task please call the Library Chairman to assure that enough of the NYMT collection is brought to the library to keep volunteers supplied with useful projects.

The Woodbury Negatives

John Woodbury was an early and active member of our Chapter. He gave us his negative collection, some of which had contact prints. What was unusual about this collection of some 3000+ negatives, is that each negative was in an envelope and identified as to railroad, location and date! (How many of use have our photos so marked?)

Several winters ago, Marie Miner spent Sundays at NYMT transferring these negatives to archival sleeves and transcribing the calligraphic writing to the associated envelope. Sheldon King also assisted with identification, particularly on the trolley/interurban items.

Recently, Jerry Gillette, assisted by Teresa Kellet and Charles Robinson, entered the information on the envelope into a database. The latter is searchable on various fields, and is on the computer at the Library.

Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.

Answers to Test on Page 4

1. Caboose.
2. Locomotive engineer.
3. Streetcar conductor.
4. Head-on collision, usually in some desolate spot.
5. Throw a switch.
6. Freight train.
7. The blue or black denim shirt worn by railroaders that could be worn for several days, or 'a thousand miles' before it would appear to need a washing.
8. To switch cars onto house tacks at every station.
9. Reckless, fast-running engineer.
10. The rear brakeman who rode in the caboose with the conductor.

[Ed: *The Golden Spike* usually has a test in each of their issues. Maybe someone in our chapter can come up with a couple?]

Bob Fitch retrieves names on December's Mystery Photo

Detective Bob Fitch was able to find several names to go with the Mystery Photo appearing in the December issue. He started by contacting a few names that appeared in the credits on the video tape "Vanishing American". As postulated, they were members of the Kodak Camera Club who made the original film, which was given to the Chapter. Video tapes were made from this film.

The photo, with known identities, should be reprinted in the next issue.



Editor's Corner

As you see, we're back to 8 pages. It took five hours to duplicate the January 12-page issue - that was the easy part. The elimination of making the second fold was confounded by the time spent in preparing the mailing: stamping and stuffing the envelopes. Oh well, it was worth a try.

Bill Heron has three interesting articles submitted for future publication.

Also, need to get back on track with a couple more interview articles on Chapter members.

There are a number of funds to support our projects. One idea has been submitted for a graphic for the Restoration Facility floor. One problem with developing a graphic is a goal should be defined. But with a big goal and so little in the fund, a graphic may be counterproductive.

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The Semaphore
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Mailing: Dan Cosgrove

Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or TXT format, as well as a printed copy. **Deadline: First Day of Each Month.**

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