



# The Semaphore

Newsletter of the Rochester NY Chapter, NRHS  
P.O. Box 23326, Rochester, NY 14692-3326; Published Monthly

September 2002  
Volume 44, No. 12

## Program for Sept. 19:

### Two feet between the rails: the WW&F Railway Museum

by Chris Hauf

Chris Hauf will take us on a tour of the Wiscasset, Waterville & Farmington Railway Museum in Alna, Maine. Chris made a visit during the summer of 2002 and found a really neat operation with only 2 feet between the rails!

**NOTE:** For this, and subsequent, meetings & programs, we return to the 40&8 Club on University Ave.

#### Program Ideas?

John Stewart, our Program Chairman, would like you input concerning future programs and ideas for same. Contact

## Library Hours

7:30-9:30 PM

Monday, September 23

Library Phone: 872-4641

## Fall Foliage Excursion Car Work update

A word of thanks goes out to the many members who helped out recently on the Fall Foliage Train set. Saturday, Sept. 7<sup>th</sup> was a busy day in Webster as work progresses on the Chapter's Empire State Express cars used on our Fall Foliage Excursions (14 trips!). Over 15 people were on hand to help out with the many items needed to be completed before our trips begin on Sunday, Sept. 29<sup>th</sup>. Projects include general cleanup, window cleaning and polishing, diaphragm fabrication and installation, window replacement, air conditioning work, painting, stocking the concession car and may other tasks.

You can still help out on Saturday, Sept. 14<sup>th</sup> in Webster as we continue to ready the train for the season. Thereafter, the cars will be moved to Sodus making a long commute!

## FF Trips Start Sunday, Sept. 29, end Oct. 27

**2002 Schedule:** Saturdays: Oct. 5 & 12; Sundays: Sept. 29 and Oct. 6, 13, 20 & 27.

**Family Fare Day** is Sept. 29; **"1940s Revisited Day"**: Oct 6; **Halloween trip:** Oct. 27.

**Ticketmaster and their outlets to handle ticket sales.** Purchasing tickets in person at Ticket Express, 100 East Ave., will save service charges. Our Website ([www.rochnrhs.org](http://www.rochnrhs.org)) has a link to the Ticketmaster website.

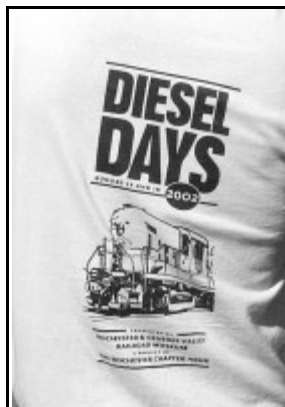
**Flyer enclosed:** See for details and post or pass on.

## Trip Assistance Needed

Now is the time to schedule YOUR commitment to serve as a Car Host, Parking Lot Guide, Concession Sales; or Store Sales. Call Jim East at 377-5389, e-mail: [raileast@aol.com](mailto:raileast@aol.com) who will gladly 'enroll' you to any or all of these 'specialities'.

## A Record Diesel Days Weekend!

by Dale Hartnett



*Steve Huse sports his Diesel Days crew t-shirt. These have been a success over the past three years, as they allow the public to know who is the museum crew member.*

It's amazing what happens when an event such as Diesel Days begins to build a reputation as a fun event!

Nearly 500 guests attended the 2-day event. This is in spite of threatening weather on Saturday afternoon that actually shut down operations for a brief period!

We operated 3 "trains" each day between Industry and a transfer point near the S-curves. NKP 79 was paired with the PC Transfer Caboose, EK 9 pulled the Erie caboose and USA 1843 ran light. Guests traveled the short distance between NYMT and the S-curves using our normal track car arrangements. LV 211 was parked at the transfer point to give guests a chance to examine one of our "big diesels" up close while changing between track cars and trains.

Gene Redden, Norm Shaddick, Chris Hauf and Dick Holbert were at the throttle while Rick Israelson, Ed Van Horn, Steve Huse, Otto Vondrak and Jeff Carpenter worked as conductors. John Redden filled in as "swing man" playing the role of fill in engineer and conductor.

Each locomotive and caboose had a car host to help answer questions and leave the train crew free to deal with operations. Chris Hausler, Dave Buckner and friend Patty, Tom Rohatsch, Rand Warner and Randy Bogucki did the bulk of the car host duties with other folks working in the rotation.

The Industry depot was well-staffed with tour guides including Dan Cosgrove, Dee Mowers, Steve Oagley, John Weber, Don Shilling and Lynn Heintz.

Track car operators included Vern Smith, Gale Smith, Phil McCabe, William Blaesi, Bob Achilles, Duncan Richards and Bob Miner.

Starters Joe Werner, Mike Smith, Otto Vondrak and Tom Webster kept things running smoothly by overseeing loading and unloading at the transfer point and Industry.

A special thanks to the folks from the R.I.T. train club for their assistance. The R.I.T. crew helped fill in the gaps in many ways.

Rand Warner, Randy Bogucki, Dale Hartnett, Charlie Harshbarger and John Red-

*Continued on Page 4; Photos, Page 5.*

## Schedule of Track Car Operators

### September 15:

Harold Russell  
Letwin  
Ira Cohen, alternate

### September 22:

Tom Saul  
(operator for TC1/2 needed)

### September 29:

Jerry Gillette  
Bill Blaesi

### October 6:

Charles McCabe  
Bob Achilles

### October 13:

Harold Russell  
Bob Achilles

### October 20:

Randy Bogucki  
William Blaesi

### October 27: [Season ends]

John Becker  
Jerry Gillette

## NMRA Fall Meet at R&GV RM

The Lakeshores Division of the Niagara Frontier Region, National Model Railroad Assoc. will hold their 2002 Fall Meet on Saturday morning, September 14 at our Depot.

Besides touring the grounds, rolling stock and Restoration Building, they will be taking track car rides.

*A Hearty Welcome!*

## Challenge Grant

*by Rand Warner*

We have received a "less than cost/donation" type quote from Sunset Construction, LLC for a top of the line, single-piece rubber membrane glued on roof for Line Car #01 for \$500.00.

We want to take advantage of this opportunity to get a top quality roof on our Line Car before the cold weather prevents application of this technology.

Rand Warner will match up to \$250 to get this project rolling. Please contact him or your officers to make your pledge.

Sunset Construction, LLC was the company that recently completed the very fine new roof for our Depot at R&GV RM.

This effort and approach has been approved and endorsed by your Board of Trustees.

## Depot Tour Guide Schedule

Depot Guides should be at the Depot no later than 11:00 AM to open up the displays and "police" the grounds. First group will arrive at 11:30,

If you are not able to make your scheduled date, please arrange to switch with another person on this list.

### Septmeber 15:

Ted Miller  
Eric Zeise  
Ellen Henry

### September 22:

Jack Matsik  
Bob Achilles

### September 29:

Mike Root  
Jim Morrow

### October 6:

Don Shilling  
Bob Moore

### October 13:

### October 20: (RIT Day)

Joe Werner  
Tom Rohatsch

### October 27: [Season ends]

## China trip scheduled

*by Ron Amberger*

Ron Amberger is going to lead a group to China in late February 2002. This is a 12-day trip to visit the Ji Tong line for several days. Ji Tong is the only line in the world that is still operating mainline steam on an every day basis on both freight and passenger trains. Other features are industrial lines, local railways and narrow gauge logging operations -- all steam.

Call Ron at (585) 242-9511 for more details.

## A New Railroad in the Area

*by Lynn Heintz*

A new railroad, the Niagara & Eastern New York Railroad is advertising a new operation from Lockport to Medina starting Memorial Day Weekend. The three runs are to be made Friday, Saturday and Sunday with a cafe car. Find them at <[www.niagaratrain.com](http://www.niagaratrain.com)>

### Looking for a New Car?

If anyone plans on purchasing a new GM vehicle, I have a consumer certificate that I will donate to the Chapter. It is transferable and is worth \$250 until January 18, 2004. Email me at [lheintz2@rochester.rr.com](mailto:lheintz2@rochester.rr.com).

## Membership Report

*Janet Dittmer, Chairperson*

### Welcome to this new member:

#### David G. Flinn

866 Ridge Rd.  
Lansing, NY 14882-8603  
607-279-0702; [Dave@starflinn.com](mailto:Dave@starflinn.com)

Dave is a member of the Cornell Chapter.

### Any corrections/address change?

Please either e-mail Janet corrections to <[daveluca@frontiernet.net](mailto:daveluca@frontiernet.net)> or send to P.O. Box 23326, Rochester, NY, 14692-3326. Please no phone messages. Changes and omissions will appear in the next issue.

### Membership Rates:

National + Chapter membership:	. \$40
Above as Family membership	.... \$52
Local*	..... \$20
Local as Family*	..... \$29
(* Holds National membership elsewhere)	
National only	..... \$20
National as Family only	..... \$23
Subscriptions only:	..... \$8

New and Renewal memberships (see due rates above) should be sent to:

Rochester Chapter, NRHS

Attn: Membership

P.O. Box 23326

Rochester, NY 14692-3326.

**Address Changes** can be sent to Janet at above address or e-mailed to: [daveluca@frontiernet.net](mailto:daveluca@frontiernet.net). Please, no phone calls.

**Mailing Problems:** Concerns about receiving this newsletter should be sent to Dee Mower, 21 Coleman Ave, Spencerport, NY

### Contributors to this issue

Ron Amberger, Dick Bean, Dave Buckner, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, Ted Miller, John Redden, Harold Russell, Joe Scanlon, John Stewart, Jeremy Tuke, Rand Warner.

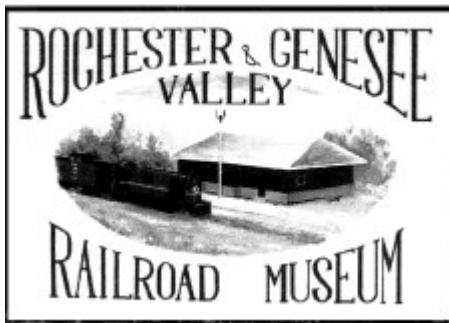
### Salt mine tour postponed

Due to pending legal action and the recent Somerset, PA mine flooding, the insurance companies have asked mine operators to halt all mine tours temporarily. When they resume, you will be notified through *The Semaphore*. (Lynn Heintz)

### Editor is on the InterNet

The e-mail address is:

[gale299@frontiernet.net](mailto:gale299@frontiernet.net).



## Managers

**Railroad:** (Motive, Rolling stock, MOW, ROW)

**John Redden:** 388-9124; ejreden@frontiernet.net

**Infrastructure:** (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

**Dave Luca:** 288-0318; daveluca@frontiernet.net

**Visitor Experience:** (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

**Dale Hartnett:** 243-0139; dhartnet@wuhf.sbgn.com

## Shop Notes for August

Several machine-shop jobs have been performed in the last few weeks at our "home shops".

As reported elsewhere, Kevin Klees has manufactured, from scratch, several specialized bolts that are needed to re-assemble the Buda prime mover in the Plymouth Locomotive. In addition, Kevin machined several spacer blocks that were needed for the Burro Crane radiator mounting. Finally, he machined a roller for one of the sliding doors in the Alonzo B. Cornell R.P.O. car that is part of the trainset at Webster.

Gene and John Redden have machined about a half-dozen large steel rivets that will be needed in the rebuilding of the frog at Switch number 5.

Thanks to our home-machinists, for access to their equipment and their skills in making these parts.

## Request for Assistance

Our Fire Extinguisher Inspector, Steve Huse, has made the following request. If anyone sees an extinguisher that is in need of recharging or other maintenance, please call Steve at home, at 586-5802. Thank you.



## Editor's Corner, REALLY!

It happen again! When trying to make a printout of an issue with lots of photos, output to the printer "freezes" The publishing program seems to be OK. So with this issue, the photographs on Page 5 will be printed as a separate printout and assembled as the September issue before the copying phase (I hope!)

Sorry, Chris, no two-page center spread—at least for this issue.

## Motive Power Update for August

### Gasoline Locomotive:

Kevin Klees continues to fabricate parts for the Buda engine on the Plymouth locomotive. He has manufactured bolts from steel stock, for the slip coupling that is between the engine and flywheel.

Norm Shaddick and Kevin recently recovered parts for reuse on the Plymouth, from a piece of discarded construction equipment. These parts included an air cleaner, a carburetor, and a starter solenoid. It is hoped that all of these parts may be used on the Plymouth locomotive.

### Steam Locomotives:

Ron Amberger was in China for an extended period in August, undoubtedly scoping out some potential new coal burning acquisitions.

Plans are underway for the removal of the cab from the fireless, for sandblasting and painting. While the cab is off, the pressure vessel will be inspected, and, we hope, qualified for service.

At least one bushing needs to be replaced in the valve gear. It is hoped that Kevin will be able to do this work in his home shop.

### Diesel Locomotives:

Three locomotives were used during the Diesel Days event weekend in August. These engines performed with very few problems. The stars of this event were EK-9, 1843, and 79.

Earlier in the month, EK-9 was started and various minor bugs were ironed out, by the team of Hauf, Shaddick, Holbert, Johnson, J. Redden, and several other assistants.

Also in preparation for Diesel Days, NKP 79 was used on an additional work extra this month, pushing the Penn Central caboose. Gene Redden was engineer while Tom Webster was on the caboose platform, trimming trees along the right-of-way.

## MUSEUM MUSINGS

by Dale Hartnett

Another Diesel Days weekend is in the books - the record books!

From what I can gather, last month's Diesel Days weekend was the third highest attended weekend in our Museum's history (following only the Chapter's 25<sup>th</sup> Anniversary and last year's Trolleys Return to Rochester events).

Looking back on the weekend, I think there are some lessons worth considering.

The most obvious lesson is that it's very hard to accomplish a successful event without a lot of effort from a lot of people. We had many volunteers who were quite visible in their yellow shirts on Diesel Days weekend. All of you did a tremendous job!

What may be less obvious is the work that goes on behind the scenes in the weeks and months leading up to Diesel Days.

Locomotives that are nearly a half-century old get extra care and coaxing. Foliage along the right of way gets trimmed. Grass gets mowed. Ties get replaced. Track gets checked for safety. Caboose get cleaned. Buildings get painted. Volunteers get recruited. Publicity gets placed. Programs get printed.

We sure can accomplish a lot when we pull together!

It's also very obvious that joy is infectious! When we share our love for railroading, our guests have a wonderful time. It seems that Diesel Days has become a regular part of many families' summer traditions.

Building repeat visits is important to building our Museum experience for both the R&GV RR Museum and the NYMT. One of the best ways we can build repeat business is to treat people well and make them want to come back.

What are some other things we can do to encourage repeat visits? I'd like to hear your thoughts.

## Checklist for Museum Donations

Here's how you can help us with manage our collection at the Rochester and Genesee Valley Railroad Museum:

\* Always ask one of the Museum co-managers (John Redden, Dave Luca or Dale Hartnett) whether an artifact or collection can be used by the museum. As you know, space is limited and we want to make sure we can properly store, maintain and display each artifact.

\* Document the story behind the artifact or collection. Is there some interesting "human" element behind the item that helps our guests understand its significance? People remember stories and pictures. We can always use more good stories to go along with the items on display.

\* Make an appointment to have your items previewed or delivered. This way we can make sure that items are secured when donated.

\* Make sure you get a donation acknowledgment form. This will help you at tax time because contributions to the Chapter may be tax deductible. It also helps the Museum because it spells out the rights the Museum has to the property.

We wish we could accept everything that is offered to us. Unfortunately, this is not possible. By working together, we can continue to improve our exhibits and share our love for railroads and the lives that they touched.

## Scottsville Depot info

*Contributed by Dave Buckner*

So far no photographs or sketches have come forth about the PRR depot in Scottsville and the question is, are there any.

Charles Woolever has found a photo with a building in the background that may have been the depot.

Dave Buckner has made contact with Don Burns, a long time resident of Scottsville, who remembers this about the depot:

The station was a wooden structure and was located on the east side of the road (where the park is now). There were several bench type wooden seats around the depot.

There was a well in the basement of the depot. Mr. Burn's friend states that he knows this as a fact for he himself had keys for the depot as his brother owned a coaling business next door to the depot, and it was his responsibility to water down the coal as

## Track Department Update

Randy Bogucki has provided us with a very thorough summary of trackwork done on our Railroad. This article is organized essentially in chronological order, starting with work prior to Season Opening, and concluding on Diesel Days weekend. Thanks to Randy for providing the necessary information for this article. Randy has organized a schedule and selected many of the projects. His track gangs have been working on Tuesdays and Saturdays throughout the Summer.

Prior to Season Opening, Randy worked on the NYMT passenger siding, adding ballast and leveling.

Thirty joint-bar bolts were replaced in the Hill Block, between Siding 5 and Siding 6. The others in this area were tightened. Several weeks later, the bolt tightening continued north into the woods. This work was done by Young Railfan Matt, Otto Vondrak, Dale Hartnett, Tony Mittiga, Jeff Carpenter, Lynn Heintz, Ed Van Horn, Sam Swisher, Randy Bogucki, and John Redden.

Switch 6 was ballasted and cleaned of debris, and the adjoining track was levelled by Dale Hartnett, Tony Mittiga, Charlie Marks, and the Young Railfans.

The curve north of Giles Crossing was re-ballasted, in order to strengthen the track structure on the outside of the curve. This work was done by Dale Hartnett, Tony Mittiga, and Randy Bogucki.

Scanlon's Curve was reinforced with one new tie, new spike plugs, and additional spikes, by Tony, Dale and Randy. Later, on Diesel Days Sunday, Rand Warner, Randy, and John Redden did additional work in this area.

Throughout the Summer, the Barn Lead Switch at the NYMT has been rebuilt, with multiple switch timbers and standard-length ties having been replaced. Ballast in this area has been removed, cleaned and replaced, and track gauge has been corrected. This was done by Mark Pappalardo, Tony Mittiga, Rand Warner, Tom Webster, and Randy Bogucki.

Our combined Railroad operation is fortunate indeed, to have volunteers willing to do the "bull work" that is required to keep our track in shape, which keeps our visitors and crews safe while operating rail equipment. Sincere thanks to Randy and all of his assistants for maintaining, and in many cases, improving, the quality of our track and right of way.

## Diesel Days *(Continued from Page 1)*

den kept an eye on the track, including rail greasing, track inspection and even installing a needed tie at the last minute at Scanlon's curve.

Dale Hartnett and Chris Hauf handled advance publicity with Chris putting together the printed program for the weekend.

Tom Webster and Dale Hartnett headed up two separate tree trimming gangs to clear branches obstructing the right of way.

John Redden and his motive power crew spent countless hours prepping the diesels for the season and switching out the consists to prepare for the weekend.

Dale Hartnett coordinated this year's Diesel Days event.

Thanks to everyone for doing such a great job.

Next year's Diesel Days is tentatively scheduled for August 23 and 24. Please keep the dates in mind when planning your out of town trips so that you'll be here to enjoy all the fun!

## Burro Crane Update

*by Dick Bean*

Our Burro crane is well on the way to completion with testing out the diesel engine and the gearing and drums etc. All including the engine seems to work fine.

Presently work on the cooling system and the louvers for the engine is being worked on by Cliff Rogers and Bernie Cubitt.

Bob Mader is building an electrical unit to enable the crane to start on 24-volt supply and run on 12 volts. He is also working on rebuilding a two-pulley alternator to charge the batteries.

Most of the journal boxes have been repacked by John Redden.

The roof and boom have been painted and are ready to be reinstalled along with the cables.

We still have to assemble a shut off and throttle control for the operator.

Art Mummery is getting a small muffler and air cleaner for the engine, which we have locally.

We will need a 50-KW generator and possibly a small air compressor later on to make the crane more usable.

But for now we are hopeful to see it in operation soon.



Rick Israelson and Chris Hausler take advantage of stash of old pulp issues of *Railroad Magazine* in the Erie caboose while they wait for the first passengers of the day

## Diesel Days 2002 Photo Page

Photographs and captions by Chris Hauf



Lots of happy riders unload from the Penn Central caboose at the transfer point north of Reid's crossing.



This telephoto view shot from the end platform of the museum's Erie caboose shows the PC18526 with a platform full of visitors as it has just crossed over Reid's crossing.

Bringing a load of passengers back to the NYMT from the transfer area. TC-3 enters the "S-curves" under the careful guidance of TC operator Duncan Richards.



NKP 79, an ALCO S-4, pushes the museum's restored Penn Central transfer caboose into the transfer area just north of Reid's crossing.



Fairbanks-Morse USA 1843 with Erie C254 head south in the "hill block" toward the Industry yard.



Here we see a small part of the Diesel Days crew posed in front of the Industry Depot on Sunday evening. Thanks goes out to all the volunteers from the R&GV RM and NYMT which made Diesel Days 2002 such a great success!



## Art Mummery can make a CAT "smoke!"

by Joe Scanlon

Looking at home as if he was in his recliner chair at home, Art Mummery "makes a little smoke" for the camera in the chapter's recently reincarnated Caterpillar D7E bulldozer. The chapter's board of directors recently voted to name the CAT in Art's honor which now proudly displays his name on the canopy above the operator's seat in recognition of Art's hard work on this and so many other mechanical projects out at the museum. (Joe Scanlon photo)

### Don't Forget ....

... to call Jim East at 377-5389 or e-mail: [raileast@aol.com](mailto:raileast@aol.com) to schedule you time for the Fall Foliage Express!

### An Interview:

## Harold Russell

Born in Rochester, Harold Russell went to college and worked here as well. He received a degree in chemical engineering from the University of Rochester and is a licensed professional engineer in New York and Colorado. Now retired, Harold worked mostly in the Rochester area for several companies, his tenure at Eastman Kodak being the longest. He also worked at a rocket fuel plant and for a company specializing in the manufacture of ultra-high vacuum equipment. He still does some consulting.

Harold's earliest recollection of anything railroad was destroying a Marx train set at age four. He also remembers his father taking him to the York Street grade crossing of the NYC to watch trains. The East Main Street Bridge was also a favorite haunt. I think my father was just trying to get me out of my mother's hair, but I usually returned filthy with cinders and soot.

In time train watching led to modeling and Harold chose O scale. Those were the days before HO, and he remembers helping his father assemble a Lionel Hudson. His hands were small enough to reach inside the boiler and hold the nuts of the handrail stanchions. He still has the locomotive. Eventually he built an O scale layout, first in his attic and later in his basement.

In the ensuing years Harold became increasingly proficient in model building. At Christmas he usually received model kits such as JC Passenger cars and Lobaugh and All Nation locomotives purchased from



Gardner the Train Doctor on Dewey Avenue. Harold dismantled his O Scale layout three years ago when he moved and put his many models in storage. He intends to build another layout this fall based on the Lehigh's Geneva to Naples branch line.

After college Harold's railroad activity turned toward the local Niagara Frontier Region, NMRA, where he held a number of offices. Today he is active with the local Lake Shores Division of NMRA. When the NMRA's Achievement Program was initiated, he was able to qualify for Master Model Railroader, but only after he met the Author qualifications. He felt the easiest way to qualify was to make a few scale drawings for publication. After the first was published in *Model Railroader* his wife, Kathleen, said, "What are you going to do next?" That was 40 years and many articles and drawings ago.

His latest drawing, which should be appearing soon in *Model Railroader*, is John and Gene Redden's B&O wagon-top caboose.

His most challenging drawing was the Sodus Point coaling trestle, and Harold reports it could not have been completed without the assistance of the chapter's members.

Besides working for railroad magazines, he also has had many technical articles published in the chemical engineering press.

In 1998 Harold met Jerry Gillette at a Kodak retirees luncheon and inquired about NRHS membership. He knew about us from his stint as president of the Rochester Model Railroad Club with whom we used to share joint-meeting rooms at 49 South Avenue. "Jerry and Donovan Shilling made me welcome at the first meeting," says Harold. "I really liked the folks and saw membership as a way to help preserve our railroad heritage."

Harold enjoys the track car program and currently is responsible for the Sunday operator assignments. He can usually be seen operating the track car with the assistance of one of his grandchildren who are being carefully schooled in the railroad tradition. Besides the Rochester Chapter of NRHS he is also a member of the O&W Historical Society as well as the PS&N.

### Did you ask Harold Russell for a photo?

At the Thursday meeting on Aug. 15, someone asked Harold Russell for a photo of the new paint scheme for Kodak's locomotive. He sorry to state that he can not remember who.

Will this person call Harold at 427-9159, or e-mail to: [haroldrussell@juno.com](mailto:haroldrussell@juno.com).

## Origins of the Shipper Names on Railroad Containers

Research: Donovan A. Shilling

- COSCO:** China Ocean Shipping Company. Founded in Beijing China 1965; began service to USA in 1982.
- EVERGREEN LINE:** Founded in Taipei, Taiwan in 1975. Also owns UNIGLORY MARINE UGMU
- HANJIN SHIPPING COMPANY:** Based in Seoul, South Korea. Founded in 1977 includes Korean Air and has an 80-percent interest in Germany's DSR-Senator Line.
- HAPAG-LLOYD:** Created in 1970 through a merger between Amerikanische Packetfahrt Actien Gesellschaft and Norddeuther Loyd. HAPAG was established in 1847 in Hamburg, Norddeuther Lloyd in Bremen in 1857. Today the firm is based in Hamburg, Germany.
- HYUNDAI MERCHANT MARINE:** Formed in 1983 from Asia Merchant Marine Do. Founded in 1976. Now part of the Seoul based Hyundai group including the Hyundai Motor Company and Heavy Industry Co.
- KAWASKI KISEN KAISHA (K-IINE):** Founded in 1919 in Tokyo, Japan. Began service to USA in 1968.
- MAERSK LINE:** A subsidiary of the A.P. Moller Co. founded in 1904 by Peter Moller. Present name adopted in 1928. Based in Copenhagen, Denmark. Also owns Maersk Air Lines.
- MITSUI O.S.K. LINES:** Formed in 1964 from a merger between Mitsui Steamship Company founded in 1876 and Osaka Shosen Kaisha founded in 1884. Based in Tokyo. Began service to USA in 1968.
- NIPPON YUSEN KAISHA (NYK):** Established in 1885 in Tokyo. Began service to USA in 1967. In 1991 it acquired Nippon Liner System (NLS).
- NOL/APL:** Formed in 1997 as a merger between Singapore's Neptune Orient Lines (NOL). Began container operations in 1970s. APL stands for American President Lines formed in 1938.
- ORIENT OVERSEAS CONTAINER LINE (OOCL):** Based in Hong Kong
- P&O-NEDLLOYD:** Merger of Great Britain's P&O Containers with Netherland's Royal InterOcean Lines and Nedlloyd Lines.
- SEA-LAND SERVICE:** Malcom McLean owner. Purchased by CSX in 1986, based in Elizabeth, NJ.
- YANG MING LINE:** Based in Taipei, Taiwan. Began service to USA in 1980.

### Ted Rose, RR Artist 1940 - 2002

by Ted Miller

Perhaps you have seen the image of a Pacific bursting out of a cloud of airborne snow, or the red lights of a signal bridge reflecting off the rails in a busy yard at night. You may even have gone out to the bookstore to get a copy of "In the Traces" that is filled with images of trains rendered in a luminous, light filled watercolor style.

Few knew that Ted Rose, AWS\*, NWS, was dealing with cancer for over a year and a half. Ted continued to paint up to the last minute and remained in good spirits. But the cancer cells "slipped through the screen" and eventually got into his blood stream.

Ted died in Santa Fe, New Mexico on July 26, 2002. He is survived by his wife and by all of us who appreciate and wonder at the legacy of his love of trains and the beautiful watercolor paintings that communicate our infatuation with railroading so well. *"He loved the light."*

[Editor: Recently, I received a reproduction of one of Mr. Rose's paintings of the East Broad Top entitled "Mount Union Station". It measures 14"x20"; it's available for a contribution of \$50 or more from the Friends of EBT, 513 Shady Ave., No. 12, Pittsburgh PA 15206. Proceeds will be used for restoration and development programs.]

\* AWS and NWS are American and National Watercolor Society, respectively.



Jeremy Tuke welds together one of the many new diaphragm frames for the Chapter's passenger car set. The need to fabricate these frames allowed Jeremy to get an opportunity to start to learn how to weld and he has been doing a great job putting them together. What new skill can you learn or what new skill can you teach someone? Come on out. We are will to learn and teach! *(Chris Hauf digital photo)*

### Many Hands for Many Tasks Makes Quicker Completion of Same

As Jeremy mentioned on page 1 on the FF Update (page 1), a lot of work was completed on the train set last Saturday. This coming Saturday, September 14<sup>th</sup>, will be the last opportunity to finish, or at least make a BIG DENT, in the remaining lists of work to be done before the public rides the cars. Shortly after the 14<sup>th</sup>, OMID will be moving the cars to Sodus. This location makes a 40-50 mile round trip commute to continue the work.

**Hope to see YOU on the 14<sup>th</sup> in Webster!**



Rochester Chapter National Railway Historical Society  
**The Semaphore**  
 P.O. Box 23326  
 Rochester, NY 14692-3326

Non Profit Org.  
**U.S. Postage**  
**PAID**  
 Rochester, NY  
 Permit #826

Chapter Meeting & Program:  
**Two Feet Between The  
 Rails:**  
**WW&F Railway  
 Museum**  
 by **Chri Hauf**  
**48 & 8 Club**  
 933 University Ave.  
**Thursday, Sept. 19,, 2002**

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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: (585) 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. Also can send by e-mail to: gale299@frontiernet.net. **Deadline: First Day of Each Month.**

**Pouring the Restoration Facility Floor!**

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab! [Don Shilling] (Each block indicates \$1,000)
