



# The Semaphore

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

**May 2003**  
**Volume 45, No. 9**

## Program for May 15:

### **CTC**

by **Mike Root**

The program for the May meeting is on CTC. Mike Root, a GRS/Alstom retiree, will describe CTC as a communications and control system – what it is, what makes it special and how it evolved to include computers and microprocessors. Also discussed are its limitations and how it differs from the new railroad control systems such as ATCS.

#### **Also Elections**

The election of three Trustees will also take place at this meeting. Bring your ballot!

#### **NOTE: !!!**

**The May meeting will take place in one of the cars of the Excursion Fleet, which is located at the Chapter's Library in Webster.**

Directions to this complex is Route 104 to Route 250 exit, turn North on 250 and turn right, just before the railroad crossing, onto the roadway that parallels the railroad tracks to the Library and meeting place.

The Library will be open before and after the meeting.

Also, you will see the exterior of the "Federal", a private car currently located here. An extra bonus.

### **Library Hours**

**7 to 9:30 PM**

**Monday, May 19**

**Also the Library will be open before and after the May 15 meeting.**

Library Phone: 872-4641

## **Track Car Training Schedule**

**May 10:** Hands on with Track cars

Operators should arrive at NYMT at 10 AM.

**May 18: Opening Sunday**

All classes are to start at 9 AM and will be held at the NYMT



OMID crews work to clear ex-PRR section of mainline of fallen trees following the April 3-4 Ice storm which devastated much of Wayne and Monroe Counties. *Photo by Gregg Carpenter*

### **Ontario Midland Hard Hit by Ice Storm**

by *Jeremy Tuke*

The ice storm which hit the local area April 3<sup>rd</sup> and 4<sup>th</sup> of this year caused significant tree damage along the Ontario Midland's main lines, and had the railroad closed for nearly 9 days as crews worked to clear the line. Hardest hit was the North-South segment, the former PRR line between Wallington and Newark. Crews continue to work to clear downed trees and branches, although the line has been re-opened for freight service.

General Manager Sandi Saracen expressed gratitude to those who assisted in the clean up, including employees of other local rail lines. Without the help from crews from Ontario Central, Finger Lakes, Buffalo Southern and Livonia, Avon & Lakeville, as well as some local volunteers, the small crew of OMID employees might still be clearing the line.

It is still unclear whether or not disaster relief funds will be available to help relieve

the significant cost to clear the line at all points.

### **Combined Museums' Operations start Sunday, May 18.**

Track car rides will commence, weather permitting.

### **Chapter member involved with Conneaut, OH '53 wreck**

**Harold Crouch was on Train #12 involved in this derailment.**

Read his report on Page 6. Prior story in April issue, Page 7.

### **Ballot and 2003 Chapter Roster Mailed earlier**

**Candidates are listed on Page 2.**

## Annual Pancake Breakfast this weekend: MAY 10

The Young Railfans will sponsor the annual "**More Than You Should Probably Eat**" pancake breakfast on **Saturday, May 10 from 8-10 AM at the Industry Depot.**

Bring an appetite because you'll need it for the pancakes, sausage, eggs and home fries. Refill your plate as many times as you like!

Proceeds from the pancake breakfast will be used to support the Young Railfan program at the R&GVRR Museum.

The breakfast is also a good way to kick off a "pre-opening work day" as we need many hands to finish preparations for the Museum's season opening. May 10 is also the final day of Track Car classes. "A good day of Track Car Operating starts with a good breakfast!"

Guests are invited to join us, so bring along the entire family.

## Ballot & 2003 Roster Mailed

Ballots for Trustee Election and 2003 Chapter Roster has been mailed to 2003 members in a separate mailing.

Three Trustees are to be elected: Two for a three-year term; one for a one-year term.

The candidates are: Randy Bogucki, Beth Krueger, Bob Mader, Harold Russell, John Weber.

Bring your Ballot to the May 15<sup>th</sup> meeting or mail to John Kernan.

Also in this mailing is the current **2003 Roster of Chapter members.** Please retain for your convenience in contacting fellow Chapter members. We have 221 members.

If you see someone missing from the roster, it is because this person has not renewed for 2003. Tardy National renewal notices were to have been mailed in April. Guess what, these notices are also "tardy".

## Photographs and Information Needed

by Harold Russell

Harold Russell is looking for information and photographs of:

**Lehigh Valley Depot, Rochester, NY**  
**Lehigh Valley Interlocking Tower, P&L Junction.**

If you have any photos that you could loan him, he would greatly appreciate it. Payment will be made by the magazine when published.

Harold Russell, 585-427-9159 of E-Mail, haroldrussell@juno.com

## Beth Krueger returns to area

Beth has completed her studies in Texas and has accepted a position with Onondaga Community College in Syracuse as their Director of Distance Learning. She will start in this position in the second week of June.

Welcome back, Beth, and congratulations on your new job!!

## Otto Vondrak's Update.

Otto sent word that he is coauthor of "Sunset on the Champlain Flyer", an article published in the May 2003 issue of *Railpace*.

In February, he went to Burlington, VT to document the last day's of the state-sponsored Champlain Flyer commuter train.

He also states that he remains 'busy down here in Westchester'. He is now Production Manager for *Hudson Valley Magazine*.

## James Moore receives 25 year pin

Chapter member James Moore has received his 25 year pin. He is unable to attend meetings as he works nights.

Congratulations on your 25 years of continuous enrollment in the National Railway Historical Society!

## Does anyone know?

by Dale Hartnett

- ? Where we can obtain a large quantity of barn siding for our Farm to Market display?
- ? Where can we find examples of "telegrams that changed lives" and the stories that go with them? (This is an idea being explored for a possible upcoming exhibit).
- ? Where we can obtain wooden barrels large enough to disguise trash cans at the Depot?
- ? Where we can find lumber similar to what is used to build shipping crates?

Contact Dale Hartnett at 585/232-3700 or dhartnet@foxrochester.com

## Publicity Chair needed

A member (or members) is being solicited to take on this important task of promoting our trips as well as other activities of the Chapter and R&GV RR Museum.

Please contact Jeremy Tuke, 585-359-8944; e-mail: jnmk2k@frontiernet.net; 14 Robinwood Tr., Rochester, NY 14623-5431.

## Contributors to this issue

Harold Crouch, Dale Hartnett, Chris Hauf, Lynn Heintz, John Kernan, Beth Krueger, Bob Miner, John Redden, Otto Vondrak, Rand Warner

## Gift Shop Workers Needed

From May to October we need at least **two** people to run the gift shop and sell tickets. It's not a hard job — in fact, it is fun work interacting with our visitors. You never know who may come 'through the door!' Training is available plus you will be working with an experienced person. All this calls for is a few hours of your time once or twice a season or more if you are so inclined.

Please, consider helping your museums in this way. Both museums benefit monetarily during our joint season. This is not just run by NYMT. Several of us belong to both organizations and a few to just one.

So let's make this a true team effort with NRHS and NYMT both represented. **Track car drivers:** get your spouse or a friend interested in helping on the days you are driving. If you don't drive, consider ticket selling as your contribution to having a successful season.

Call Marie Miner at 671-3589 to volunteer your time in the gift shop! **DO IT**

## Museum Brochures available for distribution

They list the 2003 Special Events programs.

The brochure outlines the attractions to be found at the Rochester & Genesee Valley RR Museum and the New York Museum of Transportation.

Pick up a few to pass out at the library, the two museums or contact Chris Hauf.

### May 18 (Sun.)

Joint Operation Opening Weekend. Both Museums will open. Track car rides resume, weather permitting.

### May 18 (Sun.)

"The Return of Casey Jones"

### June 15

"Father's Day"

### July 13 (Sun.)

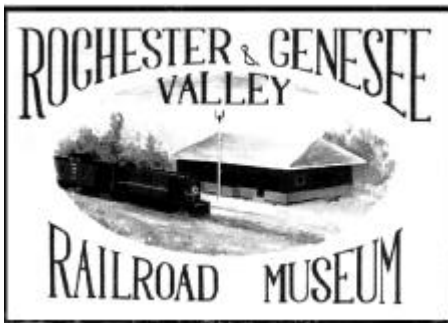
"Model Boat, Steam & Gas Engine Rally"

### August 23-24 (Sat. & Sun.)

"Diesel Days"

### Oct 28 (Sun.)

Last day of Joint Operations. Track



## MUSEUM MUSINGS

by Dale Hartnett

Our family spent a recent weekend in Washington, DC.

It was interesting to have the chance to view some world class visitor sites from the viewpoint of a "tourist."

Here are a few observations and follow-up questions:

1. The Smithsonian does a wonderful job of living up to its reputation as "The Nation's Attic."

The National Museum of American History alone would take a full day to take in.

Some exhibits are wonderfully described. (The submarine exhibit is a good example). Others (the electrical exhibit, for example) left me wondering what this device was and why it was important.

**Question:** How well do we respond to the curiosity of our guests? How can we respond better?

2. Some of the exhibits relating to popular culture (Julia Child's Kitchen, Klinger's Toledo Mudhens Pennant and Archie Bunker's chair) got us all talking about our memories.

**Question:** What do we do to get our guests to share stories about their own memories, those stories that are most important to them?

3. The Transportation Section was closed for renovation. While I had visited this several times before, I had been looking forward to reviewing how the Smithsonian tells the story of the development of American transportation.

**Question:** How do we satisfy those guests who come looking for a single piece that may not be available?

4. The visitor maps were excellent. I would have wandered aimlessly for quite some time without it.

**Question:** How do we direct guests to the items they would most like to see?

5. Our visit to the National Zoo included view of the Zoo's main attraction: the Pandas.

## Managers

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

**John Redden:** 388-9124; ejredde@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.sbgnct.com

**Question:** What is our main attraction? How do we showcase it so that guests will go away satisfied?

6. In all my time at the Smithsonian or the Zoo, only one person working there said to me, "How are you today?" I remember her most because she was out of the ordinary.

**Question:** How do we greet our guests so that we'll be remembered?

As a museum, we are only as good as our guests think we are. The impression we make starts the moment the guest enters our facility (the track cars) and continues for the entire visit. We all need to ask ourselves, "What can I do to help each guest enjoy his or her visit today?"

## Museum Reminders...

by Dale Hartnett

As the summer Joint Operating Season begins at the Rochester & Genesee Valley Railroad Museum, here are a few reminders that will help us all:

1. Depot Guides should arrive at 10:45 on Sundays to make sure everything is ready for the arrival of our guests.

2. Museum workers should carry a radio when working alone or on a machine. Each crew should have a radio.

3. There's an "odd job" list posted at the Depot every Saturday. You're welcome to come join us, even if you've never volunteered before.

4. While we welcome the generosity of benefactors, please contact museum management before making donations so that we can deal with your donation properly.

5. Sunday track car operators need to arrive in time to complete an inspection run before the start of the day's tours.

6. **Guests will remember how they were treated far more than what they learn from their visit.**

7. **Safety first, last and always.**

### Museums' Season Starts May 18

Volunteers needed each Sunday thru October for Depot guides, Track car operators and Gift Shop/Ticket sellers. Your assistance greatly appreciated!

## Ambiance/Character

by Rand Warner

Structures and other items along the right-of-way strongly contribute to the railroad image.

As we "plant" more of these line-side items along our R&GVRRM-to-NYMT main line, we also will create more railroad character and realism.

Some items "planted" to date include our Erie depot, R&E waiting room, crossing signs, signals, and mile markers.

Additional items on hand, to be "planted" include the RL&B waiting room, NYC crossing shanty, more signals of various types, and more mile markers.

Items to be discussed for future "plantings" include a signal tower, concrete telephone shanty, milk loading platform, and cattle loading platform.

Our steam locomotive terminal would add substantially more ambiance, including turntable, water tower, sand tower, roundhouse, machine shop and coaling tower.

Trolley interurban lines typically included line-side substations, call-in phone boxes, power block disconnects, and overhead signage hung from span wires.

What else can you suggest that we could fairly easily do, and thereby achieve substantial payoff?

## Thanks To ...

**Art Mummery** for assorted locomotive grease fittings and Alemite-to-Zerk adapters.

**Rand Warner** for set of punches and drifts, light fixtures for RL&B #206, and paint tools for FGEX wood reefer.

**Contributors** toward the RG&E 1941 battery fund.

**Steve Huse** for another thorough inspection of the Chapter's fire extinguishers.

**Bob Mader** for donation of several quarts of automotive paint.

**Wes and Lynn Kennison** for donating a 1912 Buffalo Streetcar Directory.

**Rand Warner** for obtaining two hand-carts to use in handling waste.

**Chris Hauf** for donating a hose reel.



The Museum's Fairmont track crane, after some heavy steel work, sports a new wood deck and yellow paint. Note the addition of lettering and R&GVRR Museum logos. *Photo by Chris Hauf*

## Track crane nears completion

by Chris Hauf

For the past few months, the Museum's Fairmont track crane has been in the Restoration Building getting some much needed work. Neil Bellenger took on rebuilding the crane's four boom supports and finally made the crane's brake system functional. Several of the Young Railfans helped clean-up and prime the car while with warmer weather, Chris Hauf put on a new finish coat of yellow. To follow that up, Jeremy Tuke and Chris added a new wood deck with materials picked up by Rand Warner. Chris topped off the cosmetics by adding some new lettering to the crane.

The final steps to complete this restoration will be some paint touch up and possible the installation of all new lift cables. As always, we would welcome anyone who would want to sponsor the purchase of the new cable. Quotes are being sought right now. If you are interested, please contact Chris Hauf. Once completed, the crane will again see service on the many related projects around the museum.

## Track & Right of Way

Acting Supt. Rand Warner

### Progress:

The frog for Switch #5 is now re-installed thanks to a cast of "hundreds". Nice work, guys.

Culverts have been checked by Rand Warner, John Redden, and Charlie Lowe of the NYMT.

Randy Bogucki has "patented" a new, improved ~~scplant~~ arrangement for cleaning ballast. He has it mounted on a track car, so it can swivel to unload the fines along our embankments.

Dick Holbert and Rand Warner have inspected all switches at NYMT.

Dick and Rand have also published trackwork/priority lists for review.

Mark Pappalardo, Randy Bogucki, and Tony Mittiga are resuming rehab of NYMT switches and changeout of bad ties and switch timbers.

Rand Warner has been working on temporary repairs to the NYMT Loop switch.

John Redden and Dave Luca have ordered in a truckload each of #3A ballast, #2 crusher run, and fine crushed stone.

### Plans:

Submit a long range trackwork plan to R&GVRRM and NYMT management for review and budgetary approval.

Focus in on drainage problems and their remediation.

Focus in on mainline switch inspections



Randy Bogucki and Tony Mittiga put their shoulders into moving the rebuilt frog for Switch 5 into place the old fashioned way with lining bars. *Digitig photo by Chris Hauf*

and rehab to protect integrity of track car and train operations.

Conduct joint R&GVRRM / NYMT inspection of main line.

Complete installation, rehab, and check-out of Switch #5 and related work.

Institute monthly inspections of assigned track sections by responsible section foremen.

Inspect all R&GVRRM switches, as was done for NYMT switches.

## Lake Shore looking to move WAG 1700

The Lake Shore Chapter of North East, PA is soliciting offers to move WAG 1700 back to its museum from New York State. It is estimated it will cost \$10,000 to move the locomotive in pieces on trucks.

Before ownership by WAG, 1700 was constructed for the Ford Motor Company for use on their railroad. Its styling was representative of Ford automobile products at that time. [*Lake Shore Timetable*, April 2003]

**Freight equipment update**

by Chris Hauf

Chris Hauf and Dave Luca have continued their work on the restoration of BR&P 280. On the interior, Chris has continued facing the plywood cabinets with tongue & groove siding while making repairs in the plywood as needed. He has also built a replica conductors desk and has created the frame for the missing bunk on the one end of the caboose.

Meanwhile, Dave Luca has been working the exterior and specifically the copula roof. Dave has been splicing in new pieces of 3/4 inch tongue & groove wood in the roof where pieces are rotted or broken. He is using a combination of new wood and wood removed from the car.

**R&GV RR Museum baseball hats & polo shirts available**

by Chris Hauf

The R&GV RR Museum has embroidered baseball hats and polo shirts available for sale. The hats are a high quality, adjustable baseball cap embroidered with either the "Route to Industry" version of the museum logo or the "12" version of the logo representing the front number plate of our Vulcan 0-4-0T steam engine. The hats are khaki with a pigment dyed green bill. Hats are \$15.00 plus shipping & handling. The polo shirts are high quality, short sleeved polo shirts embroidered on the left breast with the museum's "Route to Industry" logo. The shirts are hunter green and are \$20.00 plus shipping & handling.

If you are interested in either or both, please contact Chris Hauf (crhauf@frontiernet.net; 585-381-8583) to

**Lake Shore restores a fireless**

The Lake Shore Railway Historical Society (North East, PA) has restored it static Heisler locomotive to running condition – using compressed air! It was used on a short section of the museum’s trackage with speeds up to 15 mph. Since the museum does not have access to a live steam line, they are looking for an industrial air compressor to be mounted on a flat car that goes along with the ride. [Lake Shore Timetable via Railfan & Railroad, June 2003]

[Editor: Using an BIG air compressor is an intriguing concept. Would it work on the 0-4-0T? Of course, the Vulcan 'cries' for coal & smoke!]



◀◀ With the end cabinets repaired and new tongue & groove facing added, Chris Hauf has built the frame of the missing bunk and conductor's desk at the one end of the BR&P caboose. *Digital photo by Chris Hauf*



↑ The R&GV Railroad Museum was a United Way Day of Caring location for the third year in a row. A small crew from Eastman Kodak company came and worked on a variety of projects from the frog at Switch #5 to reworking the displays inside our MDT refrigerator car while a crew from RG&E worked at the NYMT.

This sign was posted near our large Museum sign on Route 251. *Digital photo by Chris Hauf.*

**Heavy Equipment**

Supt. Art Mummery

Our Caterpillar D-4 bulldozer is in reassembly. Art Mummery is providing direction to Norm Shaddick, and others, to put this unit back together, with repairs as necessary, so we can get it into useful operational service at R&GVRM.

This dozer is a handy “jack-of-all-trades” size, and should be very useful to our many earthwork projects. *RW*

**Visit the Chapter's Website**

If you are on the Internet, pay the Chapter a visit by logging on to:

<http://www.rochnrhs.org/> for the latest up-to-date news and events.



Dan Waterstraat commands the Trojan loader under the direction of Scott Gleason as they backfill a ditch created after some of the buried conduit on the north end of the building was modified to meet the current restoration building plan. *Digital photo by Chris Hauf*



What the &\*\$? is this? Story will be in the June issue! If you know, send your answer to: gale299@frontiernet.net

### Follow-up on Conneaut, OH Derailment

by Harold Crouch

The April 2003 issue of The Semaphore noted the derailment at Conneaut, Ohio back in March 1953 of New York Central's Trains #5 and #12. I was in that derailment!

My buddy, Jacob Keating and I were homeward bound from Collinwood Diesel Locomotive Backshop for the weekend. We each had a roomette near the rear of Train #12. Since I was getting off at Syracuse, NY (3 AM) to await Train #99 to bring me to Newark, I went to sleep shortly after leaving Collinwood zone. When the derailment occurred, it felt like a hard coupling back in the Pullman. At once I awoke and on looking out the window saw diesel units 4008-4009 (which we had dispatched earlier that month after an overhaul) lying on their sides! It only took a second to realize we had had a derailment!

Getting dressed, I worked my way up to the head end of #12. Jack was gone (he had gone over to #5). The fireman and engineer on #12 were gone and the four oil engines and steam generators were shut down. The car floor of the "A" unit was at a steep angle and the inside arm rest of the fireman's seat was bent over where, apparently, he had been thrown against.

I heard some one holler and made way with difficulty to the car door behind the fireman's seat. The "A" and "B" units on #12 had jack knifed while a coach from #5 closed the triangle. Two men were standing in the center of this triangle. Jumping down I made my way to #5's coach. The window sill was at ballast level and the windows were all broken. Climbing in, found some passengers unhurt, but scared out of their wits! Can't say as I blame them! The passengers were comforted as best I could and assured them that help would be there shortly -- which it did.

One of the men standing outside had a back injury. With #12's diesel trucks buried in ballast and the window sill of #5's coach at ballast level, there was NO way out! What to do? Looking around a piece of tie had been split off lengthwise. This was placed on the bottom step of the side door on the "B" unit. We gently walked the injured man up the piece of tie. Near the door, it suddenly opened! Someone was inside! Working the injured man along side of the #1 oil engine in the "B" unit, we got him to the open space at the #1 end of the unit. Obtaining some blankets from the Pullman, we made the fellow as comfortable as possible. Shortly, the Pennsylvania State Police arrived and took over.

Going over to #5, I found Jack. He had located a priest on #5 and together we walked along the derailment. It was rather gruesome to see people's hair sticking up through the ballast!

#12's cars that were still on the rail were pulled back and taken over the adjacent Nickel Plate RR to Buffalo and east. We were a bit late in arriving home that weekend!!

Units 4008-4009 were so badly damaged that the railroad sent the two units back to LaGrange for EMD to re-build them. By then E-7 production had ended and model E-8's were on the Erecting Floor. Thus when the two units returned to service, the sported several E-8 features - notably the grill over the carbody air intake filters. The units still retained their 567A oil engines and D4 main generators. However, in the re-building process the Vapor Corp. Model 4530 steam generators were removed and an Elesco steam generator applied. Thus these units were plagued from then on till retired and earned a bad name same as the Alco PA's that had Elesco steam generators.

With all the modifications to the two units, the late Carl Hall, the Assistant Shop Manager at Harmon Electric Shop, dubbed the two units E-7.5!!

### Hornell depot slated to open Memorial Day

The former expansive Erie RR Depot in Hornell has been undergoing restoration and renovations. It has cost \$2.3 million to renovate the 20,000 square foot building. Alstom Transportation, Inc. will use the building for its administration and marketing offices. A 2,500 square foot portion will be used for a railroad museum.

Work was expected to be completed in April, but weather and other problems arose. Now the Memorial Day Opening looks like a GO. [The Evening Tribune, Hornell, 4/23/03]

## Tokens

by Lynn Heintz

Recently, the task was passed to me of liquidating my dad's coin collection. When I was in grade school, a goodly number of short years ago, I discovered a small box of tokens in the attic. My dad spread them out on his desk and asked me to pick one, where upon he explained the city was located that they were from. After picking many he would then pick himself and ask me where each city was located. To this exorcize I believe I owe my early-on interest in geography and maps. He drove taxi in Rochester before WWII and, being a coin collector back then, he must have taken them by mistake for coins or from people who were short of the fare.

I am donating some of these to the Chapter and thought I would share this with members who might not be familiar with tokens. Most of these are near dime size, a few are near nickel size and some cities have both sizes. Where there are two sizes, they usually are marked for certain routes only, school fare only, a zone or possibly a different time frame.

Some are: Rochester Transit Corp. school fare only (large); Rochester City Lines; NYS Railway (large); Rochester Transit Corp., one city fare (small); Syracuse & Eastern Transit



Corp.; Niagara Frontier Transit System; NYSEG Corp., Elmira; NFT Buffalo; International Rwy.; Syracuse Transit Corp. NYC Transit Corp.; Johnstown Traction Co.; Pittsburgh railways Co.; Triple Cities Transit Corp.

I hope that these will be put on display at some point.

Any information about those lines from out of the Rochester area would be greatly appreciated.

Top to bottom: Syracuse & Eastern; Niagara Frontier; Interna-

## Electrification

Rand Warner - Facilitator

### Progress:

Charlie Lowe staked poles and down guy locations clear through the S-Curves.

Thanks to Scott Gleason, RG&E came out with a crew of five and a tracked auger truck on Friday 25 April for "Volunteers Make a Difference Day". Dan Waterstraat also assisted. Two poles were relocated, six poles were stacked, and over two dozen down guy anchors were installed. That's a great shot in the arm, guys!

Jim Johnson and Charles Harshbarger have visited an electrical supplier in Geneva to shop for substation hardware.

Rand Warner is in contact with two different NiMo Vice Presidents regarding hookup funding and engineering protocol.

### Plans:

Update substation layout and schematic to reflect latest inputs from NiMo.

Detail trenching stakeout, pending final NiMo inputs.

Authorize go-ahead of substation utilities support by NYMT.

Verify isolation transformer requirement and sizing for substation.

Order rail bond kits from CAD-WELD.

## A Two-engine train ...

A large two-engine train was crossing America. After they had gone some distance, one of the engines broke down, "No problem", the engineer thought, and carried on at half power.

Farther on down the line, the other engine broke down, and the train came to a standstill.

The engineer decides he should inform the passengers about why the train had stopped, and made the following announcement; "Ladies and gentlemen, I have some good news and some bad news. The bad news is that both engines have failed, and we will be stuck here for some time. The good news is that you decided to take the train and not fly." [from Bill Nalewanko, *Bridge Line Historical Society Bulletin*, May, 2003 pgs. 30,31]

## Book Review

"Chesapeake and Ohio Dining Car Recipes" compiled by E. Sterling Hanger, Jr.

It is a reproduction of a 1947 book issued by C&O. This book of 152 pages contains "soup to nuts" recipes plus a few photographs of C&O dining car interiors. It is published by C&O Historical Society; it is available in our Chapter store.

The recipes have not been scaled to family meals, unless you make soup by the gallons and 24 portions of Curried Pork! It is interesting to note that many of the main entrees uses "lard". Present day cardiologists would shutter!

There is one that may intrigue the pie crust makers in our chapter.

Formula No. 1206 for making pie dough for ten 8-inch pies.

### Ingredients:

- 20 Cups of Flour
- 6 Teaspoons of Salt
- 3 Cups of Butter
- 3 Cups of Lard
- 2 Cups of Water (Iced)

### Procedure:

Cream lard and butter. Mix flour and salt. Mix the two above gently with fingers. When properly blended, without too much handling, add iced water slowly. Form in ball shape and allow to rest in refrigerator for three (3) or four (4) hours.

*Editor: This reads like it would make a flaky, rich pie crust. Anyone care to try it; some of us would gladly sample!*

## Kinzua Bridge restoration draws crowds

As reported previously, the closed Kinzua Bridge Viaduct is currently being restored. The 103-year-old trestle, which is at the end of a state park, drew visitors, especially when the tourist train transversed its structure. It is still drawing crowds. Officials think the drawing is visitors want to see history in the making with the ongoing restoration work.

Currently, crews are restoring the lower half of the bridge for phase one of the project with a projected cost of \$3.5 million and completion in spring 2004.

Phase two, estimated at \$10.5 million will restore the upper half of the bridge. Phase three will be repainting. Funding for these phases has not been appropriated. [*The Times Herald*, Olean, NY 4/7/03]

## Off The Wires

### Mike Bettiol Interim Director of National Membership Records

Mike Bettiol, who is National Director for Leatherstocking Chapter, NRHS, will be taking over some of Mr. Robert Pinsky's duties, at least temporarily. Mike had worked with Robert since the records were returned to NRHS offices. [*RailTimes*, April 2003].

### National Convention Update

For those who pre-registered, convention packets should be in your hands.

"Star Spangled Rails" convention is co-sponsored by the National Railway Historical Society, Washington, DC Chapter and the Railway and Locomotive Historical Society, and is based in Baltimore, MD. The theme is celebrating B&O's 175<sup>th</sup> Anniversary. The dates are June 30 - July 6. Website: [www.starspangledrails.org](http://www.starspangledrails.org).

A press release, dated March 4, outlines an ambitious event featuring rides over B&O associated rail lines, steam, diesel, Edwards motor car - even a speeder. Sights include Cumberland, MD, and Harrisburg, PA plus many in between. Traction and subway has not been neglected.

Registration for NRHS and R&LHS members is \$45. To obtain a registration form, send a SASE to Star Spangled Rails, PO Box 441668, Ft. Washington, MD 20749-1668, or visit: [www.starspangledrails.org](http://www.starspangledrails.org). [*Headlight & Markers*, March, 2003]



The Editor apologies for asking articles to be submitted early. At the time, it appeared that the ballot and roster were to be sent with this issue. Later, we found that both items could be sent as a separate mailing as the size of the mailing exceeded 200 pieces as required by the Postal Service. This was also to our advantage as now the ballot and roster will be restricted to only 2003 members.

The next issue should contain 1) departmental organizational charts; 2) photographs submitted by Jesse Marks; 3) a story about that picture on Page 6, plus some other items being held in the que.

My thanks to Dale Hartnett for sending news items from the internet.

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:

**CTC**

by Mike Root

**Where:** *Excursion Cars at  
Chapter's Library Location*  
**Thursday, May 15, 2003**

**NOTE Time Change!**

**Store Opens: 7:00**

**Business: 8:00**

**Program: 8:15**

**The Semaphore** is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$8.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

**Rochester Chapter NRHS Officers:**

*President:* Jeremy Tuke

*Vice President:* Steve Oagley

*Treasurer:* Dave Luca

*Recording Secretary:* Ron Amberger

*Correspondence Sec.:* Chris Hauf

*National Director:* Bob Miner

**Trustees:** Randy Bogucki, Charles Harshbarger, Dale Hartnett, John Kernan, Harold Russell and John Weber.

**The Semaphore Staff:**

*Editor:* Gale Smith

*Printing:* Bob Miner/Gale Smith/Jerry Gillette

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)

**InterNet (World Wide Web) address:**  
<http://www.rochnrhs.org/>
