



The Semaphore

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

July 2003
Volume 45, No. 11

Program for July 17:

Let's Ride the Rails (Part 2)

The July get-together will be the second month of the three this summer where members and guests can enjoy riding our museum equipment.

Last month, our latest acquired locomotive, R&GVRR (ex-Army) #1654, was used in its inaugural run for members and guests. Will it be used this time? Come on out and see!

Someone will be there by 6:00 to open the facilities. A train should be running shortly thereafter. Sometime during a lull, a short business meeting will be held.

Visitors are welcome. This 'open house' per se, is an excellent opportunity to recruit new members into our chapter.

Library Hours

7 to 9:30 PM

Monday, July 21

Library Phone: 872-4641

Work Parties on Excursion Train Set

**Every Wednesday, Noon to
Dusk at Webster.**

No reservations necessary!

Joint Schedule of Events

July 13 (Sun.)

"Model Boat, Steam & Gas Engine
Rally"

August 3 (Sun.):

"Gandy Dancer" Day <<NEW

August 23-24 (Sat. & Sun.)

"Diesel Days"

Oct 28 (Sun.)

Last day of Joint Operations. Track car
rides end.



Along with the railroad station, the Railroad Museum of the Niagara Frontier includes a display of two locomotives and two cabooses including this Erie bay window caboose which rides on its original express trucks. (Photo by Chris Hauf)

Niagara Frontier NRHS Railroad Museum Grand Opening

by Chris Hauf

Congratulations goes out to the Niagara Frontier Chapter NRHS for their grand opening of their Railroad Museum of the Niagara Frontier on June 1, 2003. After a small ribbon cutting ceremony which included Niagara Senator George Mazziars, Erie County Legislature Chairman Charles Swanick, and North Tonawanda Mayor David J. Burgio, the museum was open to the public for tour and will now be open Sundays until September 7 from 1 PM to 4 PM. The museum is housed in a former combination Erie station and freight house which has been restored over the past seventeen years by members of the Niagara Frontier Chapter. More info on the museum can be found at: www.railroadniagara.com.

Again the Rochester Chapter congratulates them on this great accomplishment!

June event

With a full load of Rochester Chapter members and guests, R&GVRR 1654 heads out of the Industry yard during the June Chapter meeting. The summer Chapter meetings are a great time to bring out a friend to see what we are all about. Guests are always welcome at any of our Chapter meetings.
(Photo/caption by Chris Hauf)



Track Car Assignments

Date	TC-3 Operator	Relief Operator
<u>TC-1 Operator</u>		
July 6: Letwin *	VanHorn	Lusk
July 13: Dunham	Huse *	Dettman
July 20: Achilles *	Harris	Byrne
July 27: Gillette	Russell *	Saul
August 3: Cohen *	Huse	G. Smith
August 10:	VanHorn *	Lusk

Membership Report

Janet Dittmer, Chair

New Address:

Beth Krueger

10A Bell Road

Syracuse, NY 13215

315-422-4688 (home phone)

e-mail: yardengine1919@hotmail.com

Phone correction:

Bill Blaesi's phone number is: 342-6339

Library Report

Charles Robinson, Chairman

The library will open the Monday evening of July 21 between 7:30 and 9:30 PM for your use. Come on out and see our new steam tapes.

This past month the library has obtained some valuable donations of materials of interest to members. First, William Blaesi has given the chapter two series of American Railroads-The Steam Legacy tapes that show steam engines in action. Great viewing!

Bill Welch has donated over a dozen railroad books; a number of which are new to our holdings. Gale Smith is working them into our collection.

Harold Russell has donated a large number of photos of the Rochester Lehigh Valley station that are a much needed addition to our Rochester railroad collection. We will be enclosing these photos in protective sleeves. I do wish to thank these three members for their willingness to add to the library's collections for use by our members.

Now that the rains have ceased their continuing drizzle, the library staff has turned to work outside in the never ending chore of repairing and painting the library building. Steve Oagley has sanded the front platform plywood floor, primed it and put a much needed coat of floor enamel on it. Jerry Gillette, Bob Miner and myself have sanded and scraped down the west side building skirt and have primed it in preparation for a coat of gray paint. Unfortunately the first paint on the skirt was peeling badly and did not look very attractive. The library chairman primed the new cupola window sill installed by Bill Limburg last summer and left to age a bit over the winter to aid paint adhesion. Shortly, the sill will be covered with a red topcoat. The staff will next address the peeling paint in other areas in the exterior walls and repair again the water leak in the skylight. In the last few years the appearance of the library has been substantially improved.

Depot Guides

A schedule was not received!

RW&O Swing Bridge

Need access for photos and measurements.

by Harold Russell

I am looking for persons who are involved in the preservation of, interested in, in charge of, or are involved with the RW&O swing bridge at Charlotte.

I think I can make drawings of it for publication but need to get onto the bridge to take basic measurements and photos. I also need to get under the bridge to take photos. Scale drawings of this bridge are an excellent way of preserving it in print.

Contact Harold at: 427-9159 or

<haroldrussell@juno.com>

More of Harold's publishing activities

In the August, 2003 issue of *Model Railroader* is a six page article with scale drawings and history of B&O "wagontop" cabooses. Also featured therein is a photo of John and Gene Redden's restoration of their B&O caboose C-2493, which was used in preparing the extensive drawings. Harold has listed the existing eight type I-12 cabooses and their locations.

In the July issue of *Model Railroader* is scale drawings and history of the Whitewater, Wisconsin depot.

Contributors to this issue

Randy Bogucki, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, Dave Luca, John Redden, Charles Robinson, Harold Russell, Rand Warner

GEORGE KNAB 1929-2003

by Joe Scanlon

George Knab passed away on June 18, 2003. George became active in the chapter upon his retirement from the International Union of Operating Engineers, where he was known as a gifted crane operator.

George brought his many skills out to the museum, and was instrumental in getting the earthmoving accomplished so that construction of the restoration building could start on time. He could operate any construction machine we had, and operate it well. He was very handy with a cutting torch and a welder, and located a dump body and mounted it on the chapter's 5-ton military cargo truck. He also spearheaded construction of the generator/air compressor house. George teamed up with Walter Morey and fabricated a rail ramp which enabled the chapter to move both steam locomotives very inexpensively.

Even after suffering a stroke, George frequently came out to the museum to check on progress and offer helpful hints.

George Knab left his mark on our museum with many accomplishments, and

How grows your garden?

Dave Luca and Janet Dittmer have been working hard on beautification this Spring. We have nice planters each side of the Depot entrance door. We also have flowers along our frontage on NYS Route 251.

Daffodils and lilies grace our right-of-way along our mainline as you head up the hill on the track cars leaving the Depot for NYMT. Keep your eyes open north of Switch #6 and you may spot more of their good work.



MUSEUM MUSINGS

by Dale Hartnett

We are thankful for all who contribute to the Rochester Chapter, NRHS and to the Rochester and Genesee Valley Railroad museum.

As we've said before, these donations come in the form of time, talent and treasure.

In the treasure category, we've done an exceptional job of soliciting "in kind" donations of every sort. Most of our artifacts were donated. We have also experienced an increase in donation of equipment and other items that can be sold to support other projects.

The area of donations we need to concentrate on is to raise funds for both ongoing support and for special projects.

It's always a lot more fun to give for a special project than to underwrite a utility bill or insurance costs. However, both need to be done.

I ran across a column the other day in the *Rochester Business Journal* (June 27, 2003) that strongly urged non-profit organizations to pursue all avenues for donations.

Here are a few suggestions on ways members can help the Chapter:

1. Memorial Donations: This can be a difficult subject for many. However, we all want to leave a legacy of some kind for future generations after we're gone. Is there any better way to remember a loved one than by supporting his or her passion?

2. Planned Giving: Do we wait for someone to pass the hat or do we have a plan for how we will donate to causes that are important for us? Having a plan can help givers to manage their taxes by directing some of their money where they want the money to go rather than the government taking the money to spend where it sees fit.

3. Estate Planning: Have you considered donating part of your estate to the Chapter? You don't have to be rich to do this. Maybe it's just a few hundred dollars to support a project in which you've invested hundreds of

Managers

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

Chris Hauf: 381-8583; crhauf@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.sbgnet.com

hours of your life. Maybe you are well off enough to provide a more substantial amount for the Chapter's Endowment Fund.

4. Donate Your Car: The folks at the Kidney Foundation have done a wonderful job of driving home the idea of donating a car, a boat or an RV to charity. You can do the same for the Chapter. Contact Dave Luca for details.

5. Donate Appreciated Stock: If you own stock, you may have a handful of shares in one company or another that have turned into more hassle than they're worth. There can be some significant tax benefits from donating stock to the Chapter.

6. Fund Raisers: Maybe your skill lies in managing fund raisers and we haven't asked you to help out yet. Then it's time to step forward and offer your talents!

7. Development Committee: We can always use more help in this area. The key here is to have a coordinated effort. We all need to pull in the same direction. If you have skills and interests in this area, you're welcome to join our Committee.

If you'd like to discuss your thoughts on supporting the Chapter in a financially meaningful way, members of the Development Committee (Jeremy Tuke, Chris Hauf, Rand Warner, Dave Luca and Dale Hartnett) would like to hear from you. Your situation will be dealt with in a professional and confidential manner.

As always, we thank you for all you have

Anniversaries

by Rand Warner

Thanks to Jim Dierks of NYMT for reminding us of the 10th Anniversary of our joint R&GVRM and NYMT "Golden Spike Ceremony" of 12 June 1993, upon completion of our connecting trackage between the two museums, following about 15 years of construction activities.

We are also celebrating this year 2003 as the 50th Anniversary birthdays of several of our locomotives: NKP #79, our Alco S-4; LV #211, our Alco/EMD RS-3m and Army #1843 Fairbanks-Morse H12-44.

Gandy 'Dancer Day' Coming in August!

by Dale Hartnett

Are you tough enough to be a gandy dancer?

The Chapter's track gang presents "Gandy Dancer Day" on **Sunday, August 3.**

Museum visitors will learn how track is built and maintained as our crew demonstrates its skills while doing actual maintenance.

The program, headed by Randy Bogucki, is an added "mini-event" to vary the visitor experience for our guests.

If you'd like to participate in "Gandy Dancer Day" or try your hand at our regular track work sessions, contact Randy Bogucki (randybogucki@hotmail.com).

The Big E's

by Rand Warner

Environment

Providing positive surroundings and nurture - for people to succeed in their individual dreams as a part of the organization succeeding in its collective dreams - for the common good.

Encouragement

Encourage our people - our volunteers - to identify their dreams and work at their dreams - for the common good.

Enablement

Finding out what people need to pursue their dreams and then providing it -so people can make the things happen they want to make happen - for the common good.

Empowerment

Recognizing people's strengths and abilities and interests - and then giving them the authority and responsibility to match - so they can provide needed leadership - for the common good.

Ennoblement

Recognizing and giving visibility to our people's struggles and ultimate accomplishments and victories - for the common good.

Motive Power Update

by John Redden with contributions from Chris Hauf

Diesel Locomotives

Our former US Gov't 80 ton GE centercab has been officially marked-up as "In Service"! This is rather momentous occasion happened on 14-June, when it made its maiden run up the hill. It was subsequently used for a tree-trimming work train, for the June Chapter Meeting, and for a visit by the Niagara Frontier Chapter.

It has now been four years, almost to the day,

since we purchased this unit from the Government, via New York State OGS. It was subsequently damaged in-transit by a class-one carrier. The Chapter has since worked on the engine for the past year, to make it partially functional. Thanks to our many Motive Power Volunteers, and the Electrical Department especially, for making this engine operable again.

Work continues on the restoration of RG&E 1941 to service. Dick Holbert, Charlie Harshbarger, and Jim Johnson are installing new battery cables to connect to the new batteries that were installed last month. Mark Wiczorek and John Redden have drained the oil from both prime movers, and are preparing to fill them with fresh oil and install filters. Neil Bellenger is in the process of fabricating a new shelf on which to mount the new battery charger inside the cab, and he has ordered a new engineer's seat for this unit, using the one from EK 9 as a template. The locomotive will see final body work touch-ups and finish paint this summer.

We have two more locomotives added to the operating stable of Motive Power for this Summer. Thanks to the work of Chris Hauf, Jim Johnson, and John Redden, the Alco RS-1 number EK-9, and the Alco S-4 number NKP-79 are both fully operable again. Also, thanks to Daniel Tuke for helping to clean up the cab of the 79.

EK-6 got some more battery water this month, thanks to Norm Shaddick. Norm also installed new fuel filters on the 1654, and has done some more painting on the 1843. Dick Holbert has made electrical adjustments, and communications improvements on the 1843 this month. Also, thanks to Charlie Harshbarger and Jim Johnson for rebuilding the pre-lube pump, and adding new handles.



Movement at last! R&GVRR 1654 was finally able to move under its own power. Here we see 1654 at Switch #5 which is another milestone as this was also the first move out of Track #5 over the newly rebuilt frog. (Photo/caption by Chris Hauf)

The crew will try to get LV 211 running later this summer.

Dick Bean and John Redden did maintenance on the Trackmobile number 2 this month. John checked all fluids, and changed the oil. Dick painted an engine-hood door, and added a nice hasp so that it can be padlocked when it is off-site. Also, Rand Warner donated a nearly new 12-volt battery for this Trackmobile. Thanks, Rand.

We had a wide variety of folks working on Motive Power projects this month. If you'd care to join the gang, feel free to drop us an e-mail, a phone call, or just drop by on a Saturday.

Rolling Stock Update

by John Redden

Norm Shaddick continued with maintenance work on the Tamper. This unit was put to use in June, doing finish-tamping on Switch 5.

Dick Bean has installed gauges to the Burro Crane, and has cleaned out the clutter from underneath this unit.

Rand Warner has started painting the FGEX reefer. A portion of the East side is now a dazzling yellow.

Several rolling stock leads are being pursued by Dale Hartnett and Chris Hauf. Stay tuned for future developments.

Thanks to ...

Sam Swisher for helping the Museum acquire needed pallets.

Bob Mader for donating pressure treated lumber.

Chris Hauf for use of gas powered air compressor for paint spraying, etc., and for

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Massey-Ferguson Tractor Loader

by Rand Warner

Dick Bean & Co. have been attacking our Massey-Ferguson Front Loader to get it operational again.

Dick, assisted by Dan Waterstraat, Art Mummery, Rand Warner, Bob Mader and others are working their way through the various electrical, mechanical, diesel fuel, transmission and power steering systems.

This would be a very handy unit to station at NYMT for handling ballast, crusher run, fill dirt, ties and other materials. It could also be rigged with a portable crane boom, as we had for our Euclid loader.

This diesel loader came on to our property under its own power when Dan Waterstraat had it delivered, and it should certainly run again.

Please give Dick Bean a call if you can give him a hand on Tuesday afternoon or evening, or on a Saturday.

NYC Crossing Shanty

by Rand Warner

Our New York Central RR crossing watchman's shanty, from Waterport on the Hojack, is really looking good.

Charlie Marks and this assorted assistants have stripped the roof, primed and painted the sides, door, windows and trim, and are now rebuilding the base with new wood.

Bernie Cubitt and Rand Warner have provided reference photos from a similar unit, now restored, that is property of the park at Middleport.

We have on hand essentially all items to finish the interiors: lanterns, signs, phone, stove, coal scuttle, shovels, brooms, etc.

Thanks to Charlie and all his helpers: Dale Hartnett, Young Railfan group, Merit badge scouts, Jesse Marks, and others.

This prototypical building will really look great somewhere along our mainline where our visitors and our volunteers can all enjoy seeing it, and even seeing a re-enactment of the duties of the crossing watchman.

use of cross-compound wood circular saw for wood work.

John Redden for constant use of his single axle trailer for transporting items into and out of our museum, and also for moving items between R&GVRRM and NYMT, and for moving items into and out of NYMT.

Rand Warner for donation of power weed wacker, two hand levels, surveying compass, cold chisel and drift set, old barrels and old milk can.

Track and Right of Way Update

by John Redden

The project at Switch 5 has been completed, for the time being. The cross-level was adjusted, and fresh ballast was brought up. Then it was hand-tamped, and then mechanically tamped using the former Kodak tamper. The headwall for the culvert was completely removed, and rebuilt and properly reinforced [see story below]. This effort was lead by Randy Bogucki, with assistance from Tony Mittiga, Mark Pappalardo, and several assistants, including Dale Hartnett, Rand Warner, Otto VonDrak, Joe Werner, and Mike Smith.

After this work, the Track Team has moved on to the wheel storage track at the North end of the parking lot. This is a skeleton-type track with wide tie-spacing. It is being used for the storage of spare axles, passenger car trucks, and freight car trucks.

We are in the process of dismantling old Switch #7, in preparation for The Big Dig. With some luck, we will be reporting on the re-assembly of this switch in its new location, in the near future. Rand Warner and Dave Luca are working on this disassembly.

As you may have noticed, Summer weather finally did arrive in Monroe County. We have had several work parties to do flower gardening, weed trimming and lawn mowing along the Right of Way, and around the grounds. People handling these chores have included Janet Dittmer, Dave Luca, Jeremy Tuke, Larry Baker, Bill Chapin, Randy



Top: Norm Shaddick has the museum's Jackson tamper working on the rebuild of Switch #5 frog. This unit makes easy work of driving new stone under the ties to give the track a solid road bed.

Above: Hard at work! A good size track crew, including some of our Young Railfans, works hard on cross-leveling the area around Switch #5. Much manpower makes easy work = great results! (Chris Hauf photos)

Track Attack

Acting Supt. Rand Warner

Progress in May/June:

Randy Bogucki, Tony Mittiga and others have completed weed spraying of the main line.

Sam Swisher and Randy Bogucki are working weekdays on tie replacement

Randy and Mark Pappalardo & Co. have completed rehab of the drainage culvert at Switch #5.

Dave Luca and Rand Warner are staging parts for Switch #8 construction.

Rand Warner and Dave Luca and Young Rail Fans have completed disassembly of Switch #7 for re-use.

Randy and Tony are rehabbing our temporary storage track on west side of LA&L.

Plans for July:

Continue switch timer replacements at NYMT switches.

Relocate Switch #7 sections and parts to be ready for installation.

Continue priority attention to drainage.

Bring in off-site track parts made available to us.

Add ballast to outboard ends of ties on curves.

A new standard in culverts

by Rand Warner

Track work coordinator, Randy Bogucki, and a large crew have recently completed a milestone rebuild of the very important drainage culvert at Switch #5.

The old headwall was completely removed and replaced with an ingenious new angled layup of switch timbers, held in place with angled structural steel. This culvert will be around for the next generation to enjoy.

Several important goals were met with completion of this job:

1) Improved drainage along east side of track.

2) Improved drainage along west side of track.

3) Improved flow through and out of the culvert.

4) Improved ballasting in vicinity of culvert.

5) Completion of culvert rehab allowed Army loco #1654 to escape to freedom from Siding #5.

Thanks to Randy and all his helpers: Mark Pappalardo, Rick Israelson, John Redden, Tony Mittiga, Norm Shaddick, Rand Warner, and more. It's a job long needed and very will done.

Wanted

Small, medium or large wooden barrels - closed or opened ended. We can use these to add realism to our surroundings in many ways, also to hide unsightly metal trash cans, etc.

Safety equipment:

Wooden wheel chucks to secure our trucks and heavy equipment when parked.

Wheel chocks or better yet, wheel skates, to secure our railroad equipment when parked.

A Step Back in History - Rochester's Early Railroads

Contributed by **Jesse Marks** of the Young Railfans

About the pictures: The New York Central erected this elaborate Victorian station in Rochester in 1886 and used it for the next 30 years. It was located on Central Avenue and St. Paul Street, and it featured an enormous train-shed on its far side as seen in the card / picture below. General division offices were located in the two story square building next to the street. In the glory days of railroading, well over a hundred train movements a day took place in and out of this station, thanks to Central's tracks radiating in five directions: to

Buffalo in the west, Niagara Falls to the west, Charlotte to the north, Canandaigua to the south, and Syracuse to the east. Note that three of the four passenger cars in the scene have open platforms; only one has an enclosed vestibule. This was a period of transition in the architecture of car design and construction. The card showing the train-shed was postmarked in 1905. (Pictures and text from "Railroads in Early Postcards, Vol. 1 Upstate NY", published by Vestal Press, Vestal, NY)



These two views appear to be the East and West ends, respectively, of the second NYC station in Rochester.

Editor's comments:

Thanks to Jesse Marks in submitting this snippet of Rochester's early days of its railroad history. My apologies to Jesse for the tardiness of publishing his results.

The late Lloyd E. Klos researched the NYC's depots in his "A Resident's Recollections, Book 4" starting on page 87; page 88 has a picture of the first one: but only the train shed. "It was near the site of the Auburn and Rochester depot on Mill Street. Opened in 1853 [the year that the New York Central System was formed], it was in operation for thirty years.

"The structure was a wooden shed, 250 feet long and built on stilts. I had three lofty arched entrances, and the tracks were on ground level of what is now Central Avenue near State Street. The Brackett Hotel, which was a hotel, was built into the structure for the convenience of travelers.

"With railroad expansion at its peak following the Civil War, the second New York Central station in Rochester was built east of the first, in the vicinity of St. Paul Street. In 1882 in the first great project of its kind, the tracks of the Central were elevated, and in 1883, the new station was opened.

"It cost \$925,000... and was in operation for nearly 30 years."

"In 1912, the Central commissioned local architect Claude Bragdon to design the third station.

"To give one an idea of the track area, there were fifteen tracks use for passenger and freight trains, as well as storage of idle passenger coaches. The previous station had 3.2 miles of track; the new one, 8.2. The old one could store 95 cars, the new one, 225....the platforms were capable of accommodating 14 trains.

"The third station cost \$2 million. It was situated between

Clinton and Joseph Avenues on Central Avenue. [It] officially opened on January 19, 1914."

In 1956, the station was put up for sale; in 1959, New York city investors purchased it for \$335,000. For a time, various ideas for using its cavernous edifice were proposed; none bore fruit. About two-thirds of the building was razed leaving the west end which contained offices, ticket windows and an underground passageway to trains. [As a side-light, before the West end of the third station was demolished, volunteers removed 17 file boxes of correspondence. They have been inventoried and are stored at NYMT.]

By the time, Amtrak was formed, the remaining structure was razed; it was in bad shape. Amtrak built a modern station on the same grounds for \$2.1 million; it was dedicated on July 12, 1978.

Now there are proposals of replacing it with a new structure, with some groups favoring an intermodal station that include city and inter-city buses.

Book Review

"Railroad Stations of Central New York" by Robert W. Coye

The Central New York Chapter, NRHS (Syracuse) has published this 16 page booklet. Mr. Coye is an architect, artist and lifelong railroad enthusiast, like his father. The illustrations are line drawings of about 24 passenger stations around central New York state. A brief history and current status of each station is given.

This soft-covered booklet is available for that Chapter's store at \$8.25 postpaid.

[Editor: Maybe we should consider publishing Wallace Bradley's drawings of local stations. They were used once by the *Times-Union* to illustrate their calendars many years ago. Charles Robinson has knowledge of the originals. Who owns the copyrights?]

An Interview

Randy Bogucki

I was born in Buffalo NY. I lived in South Wales for about a year in a trailer park owned by my uncle. This park was part of the farm my father grew up on. The Penny's Buffalo Line crossed the farm. Oddly enough, the Buffalo Line could be seen from my mother's house. The house I grew up in was within a Mile of the Buffalo Line.

Growing up, most of my exposure to railroads was from this Pennsy Line. I remember vividly as the roaring giants passed on the elevated roadbed, while my parents talked with friends at a trackside quick mart.

My grandfather, George Roberts, was an engineer on the NYC from roughly 1916 to 1963, and died before he retired. He worked lines west; in addition to whatever terminal jobs he worked.

Trains were in my blood before my first train set in 1976. It was a Lionel HO Freedom Train. The interest passed for several years until 1980, and then it became full blown. The train set gave way to Athearn and Atlas components. By 1984 I had built my first layout, a modified version of a published track plan. I did as much photography as I could with my Kodak X-15 camera. The layout went dormant, and so did the interest in trains, as I started dating and building go-karts about 1986. The interest came back about 1993 and I joined the Lancaster Central Model RR in spring of 1995. By the time the lease was lost in 1998, I was working on a town on the layout, and had completed almost 60 square feet of scenery. Rebuilding track along the way (ironically enough). I was also the last elected president of the LCRR model club. At the time I was putting forth ideas on ways to document policies of the layout. In particular I was pushing documentation of specific history, engineering and layout decisions, and club business.

My first visit to both the NYMT and the chapter were in January of 1998. Little did I know that I would become involved. I was still living in Buffalo at the time. An engineering position bought me to Rochester full time. I started volunteering by cleaning up the passenger platform where piles of undercuttings had accumulated. With some help, buckets, shovels, wheel barrows, a lawn tractor and a homemade sifter, it looks like it does today. From there the track work has continued into formal weekly sessions. I have operated track cars, and the trolley. Additional Info: I have a



degree in Mechanical engineering. I built a working water pump when I was 13 from a picture in the dictionary. I completed my train layout when I was 14. I built a go-kart from stuff in the yard when I was 16. I have 4 summers and 2 years forklift operating experience, and 2 summers with a front end loader. List of jobs: Pizza delivery, Fischer Toys; injection mold operator, Agway; customer service. Schaffstall mfg; Electro Discharge Machining operator and programmer, Williams Advanced Materials; quality tech, Ray-Ban; product engineer, Delphi Auto; CAD designer. During my time at Williams, I was part of the Western New York Deming's users group. This group focused on problems faced by corporate

Review: Film/Video

"What in Blazes"

Reviewed by Lynn Heintz

This was a PRR training film from some years ago about fighting fires on electric and diesel locomotives. It was donated to the chapter by a railfan from Central New York State.

It is focused on road engines and their extinguisher systems as well as references to switchers and the systems on them.

This may be of some use to Steve Huse for his fire preventions training class and will be turned over to him.

Two points of note about this video is that it is from an old movie filmed by the PRR and has glances of many early diesels and some late steam. Also the credits at the end list one J.A. Redden, Road Foreman of Engines. *Hmmmm...*

Pacific railways continue to use tracks >> >> in the Valley. With the development of small businesses and the conversion of New York's state Route 17 to Interstate 86, should assist the economy of this area. [*Star-Gazette*,

Off the Wires (via Internet)

A few snippets in July's first week in RR history.

(Extracted from *Ammerican Rail Link's site*; original on *Phil Houle's Disspatacher's Web Site*.)

07/03/1947 - An all-time one-day record of 252,251 passengers arrive and depart via Grand Central Terminal.

07/04/1831- America's first eight wheeled passenger coach was operated on the B&O Railroad. Designed by Ross Winans; built at Mt. Clare Shops.

07/05/1893 - During a strike against the Pullman Palace Car Company, which had drastically reduced wages, the 1892 World's Columbian Exposition in Chicago's Jackson Park was set ablaze, and seven buildings reduced to ashes.

07/06/1853 - The New York Central Railroad officially came into existence. It totaled over 600 miles of track and a capitalization of over \$23 million.

07/07/1935 - Eight and a half inches of rain fell overnight in the Finger Lakes region causing The Lehigh Valley Railroad more than \$500,000 in damage with sixty-nine landslides, twenty bridges washed out, and tracks washed away in 287 places.

More Off the Internet

(Submitted by Dale Hartnett)

Hornell's ex-Erie depot receives 8,000 sq. ft. of sod from Batavia Turf at cost of about \$1,460. Provides instant appeal to visitors and passersby. [*Hornell Evening Tribune*, 6/9/03]

Repairs to old Erie line by Western New York & Pennsylvania Railroad have been from west to east, approaching Hornell, at a steady rate. The goal is to be operational by August 1. [, 6/10/03]

Chicago to unclog its clogged rail system. The \$1.5 billion plan to remake the local system involves modernizing track connections, expanding railroad routes and separating tracks and road. [*Wall Street Journal*, 6/16/03; this one from the paper]

Geddes business man, Len Paradise, has been hired to oversee restoration of B&O Rail Museum in Baltimore, MD. [*Syracuse's The Post-Standard*, 6/2/03].

"The Valley", the area in and around Sayre, PA, is anticipating a "rebirth". The area was hard hit in the 1972 floods, and the departure of Lehigh Valley Railroad facilities. The LVRR was a large employer with more than 3,000 men working in the shops.

Today, Norfolk Southern and Canadian

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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.

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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)
