



The Semaphore

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

November 2003
Volume 46, No. 3

Program for Nov. 20:

Two feet between the rails - Redux

by Chris Hauf

Along with Chapter members Dale Hartnett and Rand Warner, Chris Hauf recently visited two more two foot gauge operating railroad museums in St. Marys, PA. Chris will show slides of their visit to the Teaberry & Southern Railroad and the Bucksghuda & Western Railroad which was running steam during their visit. Chris also has a few more surprises of the standard gauge variety.

Place: 40&8 Club, 933 University Ave.

Meeting: 7:30 PM

Program: 8:15 PM

Store open before Meeting and at intermission.



Chris Hauf photo

Meet Otto, the Bucksghuda & Western Railroad's two foot gauge Henschel that as under steam during the recent visit by three Rochester Chapter NRHS members. Come and see more pictures of the B&W Railroad and the Teaberry & Southern Railroad during the November program by Chris Haul.



Chris Hauf photo

"Bandits" get ready to stop and board FE Train

Charles Goodman gets ready to lead his group of "train robbers" to board the Fall Foliage Excursion Train outside of Sodus, NY. On the first weekend of the trips, only two robbers boarded the train. The "pickings" must have been good, because on the second weekend, this group had expanded to about six. By the final weekend, there were about a dozen "robbers", with quite a group of horses. Charles was assisted by Joyce Mirabella, who furnished input.

Participating in this event were the Way-Ont Saddle Club and the Clarkson Horseman Assoc. More pictures are available on the web at <http://www.equineextra.com/train.shtml>

The "Big Dig" is underway!!

See Page 3 for details and more photos.



For the third week-end in a row, the Big Dig continued. This day found the museum's Cat D7E dozer loosening up the dirt on the side of hill next to Restoration Building. This effort was two fold. First, the dozer piled up dirt for loading by the dragline and second, the hillside was temporarily sloped to help with drainage. Chris Hauf photo and caption

Library Hours

Note switch to Sundays

2 to 5 PM

SUNDAY, November 23

Library Phone: 872-4641

Xmas Tree trips to start Dec. 5.

Volunteers needed, see Page 4 for details.

Part 2 of "The Rome, Watertown and Ogdensburgh Railroad" by Harold Russell is enclosed as a supplement.

Library Report

by Charles Robinson, chairman

Please note that the library in *November is switching to winter hours. The library will be opened for your use Sunday afternoon November 23 between 2 and 5 PM.*

Bob Miner has fixed our heating system so all those attending will be comfortable. Thanks Bob!

There are a number of items to report this month and some of them are concern.

We are seeing more instances of the backdoor being left unlocked. So please close and lock the rear door when you leave!

The rear platform on the eastside is slowly deteriorating. Its repair or replacement is beyond the capability of the library committee's resources.

Now for the good news. We are indeed very grateful for help from members in repairing the library building before winter weather sets in. Eric Drum planed down the bottom of the front door that was seriously dragging on the plywood in front of the door. Bob Miner reinstalled the weather stripping on the now shortened door to keep out the winter winds and snow.

Dave Luca and Bob Miner repaired two leaks in the library roof that had defied the chairman's efforts in stopping them. Hopefully the current rains have provided an adequate test as so far no water inside the building.

Meanwhile inside the building, Jerry Gillette and the library chairman have made two more copies of the original Lloyd Klos' two volume scrap books that contain a very complete set of newspaper clippings on the Rochester Subway. One of these volumes will be given to NYMT for their library while the other will be available for use in our library. The original will be stored in our archives at NYMT.

Jerry Gillette is now inventorying the chapter's collection of timetables by listing them by railroad and including their dates. A valuable tool for those seeking historical information on a particular rail line.

Gale Smith is cataloging a large collection of books from a recent donation from Richard Anderson.

We have many new tapes and books plus a big collection of railfan magazines.

Come on out and browse.

We even have some surplus books available for sale. A Christmas Gift?

Spencerport Trolley Station being restored

Through the efforts of Bernie Cubitt, who is the chairman of this project and a Chapter member, the former Buffalo, Lockport and Rochester Trolley Station in Spencerport is under restoration.

The station was built about 1908 and was used until this trolley line closed down in the '30s. It was moved and converted into a private home with a porch and bedroom additions.

The project, which will take about a year according to Construction Supervisor, Bud Nichols, will restore the station to its original status. To date the additions have been removed, along with the floor, foundation, and asphalt siding. The previously removed wainscoting will be reinstalled both inside and outside. Presently, the structure is bare lumber and felt will be installed to protect it over the winter.

The group of volunteers are working from 9 AM to 4 PM on Wednesdays and Saturdays and more volunteers are welcomed.

The plan is to move the building to its original location by the hydroelectric station in Spencerport Village Plaza, after a new foundation is constructed. It will serve as a community center providing shower and toilet facilities to travelers along the Erie Canal.

Bernie appeared on a segment on R-NEWS on Friday, 11/7. This article is based on an article appearing on Westside News, Inc., who publishes local papers. It can be accessed from Flimsies on the Railway preservation web page: www.rypn.org under the 11/03 date.

Bernie is our resident expert on RL&B/BL&R trolleys. He has restored a BL&R waiting station and is presently working on the car body of #206, both on the R&GV RM grounds.

[Thanks to John Redden who brought this

Publicity Chair needed- still

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.

This is being repeated with the anticipation that there is *some* member(s) among us who would take on this important position. You would be promoting your fellow member's efforts and many accomplishments that have been, and will be, done by the Chapter and Rochester & Genesee Valley

Membership Report

Janet Dittmer, Chair

Welcome to this new member:

Paul Guarracini
32 Woodbury Way
Fairport, NY 14450
223-0778; OLDEEZRA@AOL.COM

2004 Renewals?

The last communique from the National Office was that the Renewal Notices were to be sent to Chapter Membership Chairs in mid October. So far, they have not arrived.

RENEWALS

Please note: Wait for your renewal notice before renewing for 2004.

The renewal costs are:

Single membership is \$40.00

Family renewals are \$50.00, less applicable early discounts.

This year the Rochester Chapter is again offering early renewal discounts.

Retired members, over 55, are discounted \$5.00.

Students, under 18, are discounted \$15.00, that's \$10.00 from National and \$5.00 from Rochester Chapter. For students, please include your birthday.

Dec. 31, 2003: 2003 memberships expire and so do early renewal discounts.

Year 2003 will soon end!

As we all know the end of the year means "Tax Time" to put a clinker on our Holiday Spirits!

And as usual, solicitations for donations arrive in most mail boxes.

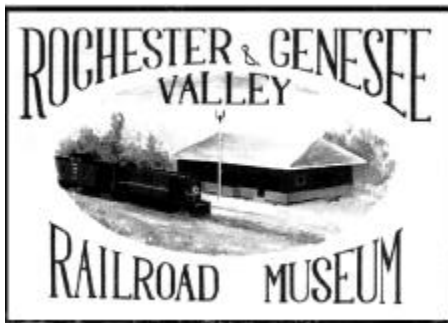
The Chapter would appreciate your consideration in this regard. You will have an opportunity to make a contribution at the time you renew, or you may wish to make one in a separate transaction.

Donations, made payable to: *Rochester Chapter, NRHS*, should be sent to:

Dave Luca, Treasurer
883 N. Winton Rd.
Rochester, NY 14509-6824

Correction/Clarification

The website, "www.railroad.net" mentioned in last month's issue was developed by Chapter member John Stewart in 1996. John transferred the domain name to the RIT Model Railroad Club, which now hosts the site.



'BIG DIG'

— 2003 Version

by Joe Scanlon

As most of you know, we still intend to reclaim land North and South of the Restoration Building to install track into and out of the building for all of our rolling stock. We need to cut down the hillside North of the building and fill in the low area South of the building. When we get it finished, we'll pick up approximately three acres of usable space.

So we put our vintage construction equipment to good use for the excavation work, and have a lots of fun doing it!

This year's 'Big Dig' required that we move a lot of stored materials off the fill area South of the building before we could start. Our Army crawler crane, the Diamond Reo tractor trailer, the Manitou Mack and the Quality Steel flatbeds were put to work.



Museum volunteer, Scott Gleason, loads up one of the museum's ex-Army dump truck using the Case excavator loaned to the museum by C.P. Ward during the first weekend of the Big Dig. *Chris Hauf photo and caption*

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.sbgnnet.com

When that was done we were ready to start digging. Excavation work started off with a bang on Saturday, October 11 with the use of a borrowed hydraulic excavator, courtesy of The C.P. Ward Company. Combined with our two Army dump trucks and the Vitale White dump truck, approximately 75 truck-loads of earth were moved over the weekend. We also were able to put our Caterpillar D8 tractor and pan to work, which also moved a fair quantity of earth.

The next weekend we didn't have the luxury of a hydraulic excavator, but we did fire up the Haines and Haines model 65 Bay City dragline and moved some dirt the old fashioned way! The CAT D8 and pan also spent the day steadily moving earth, so we had a neat little 1950s construction project underway! The

At the controls: Museum Construction Superintendent Joe Scanlon is at the controls of the museum's Bay City Model 65 dragline. *Chris Hauf photo and caption*

ex-R.G.&E. Trojan loader also loaded trucks. The chapter's Army D7E bulldozer was all over the place, leveling everything off! It was really something to see!

The list of volunteers reads like a "Who's Who in the Rochester Chapter", with people of all interests and talents coming out to help. We may kid each other about the construction guys versus the railroad gang, but on Saturdays everybody pitches in, and we get a huge amount of work accomplished! We're getting pretty darn good at earthmoving! Since then the pace has slowed because of frequent rain and wet ground, but we're hoping to continue the attack up on the hill every weekend we can. Please don't be afraid to come out and help! We can always use another pair of hands, even if you want to just ride along!



MUSEUM MUSINGS

by Dale Hartnett

Every organization needs new blood. Ours is no different.

In the last month, our NRHS Regional Vice President asked us what we do to attract and hold young members.

We've had some success in that area on several fronts, including the Young Railfans and the RIT Model Railroad Club. I think we offer many of the kinds of "hands on" opportunities at the museum that appeal to younger folks.

But are we doing the best we can possibly do in the area of recruiting? I suspect we could do better.

Here are a few ideas:

1. Make it a point to invite museum visitors to join us in every tour and every time they board a track car. We would need to formalize this so that it happens at the same place in the process every time.

2. Make our membership materials even more visible. We've made a great start with the display in the South Waiting Room.

3. Invite friends to our summer Chapter meetings at the Depot. We could also invite back other museum visitors. Maybe we give

them a "special pass" they can use for those summer meetings.

4. Continue to emphasize membership at Train Shows.

5. Run educational programs through Rochester Museum and Science Center. Perhaps a "Hobo Experience" or "Everything You Wanted to Know About Locomotives" class would help us locate potential volunteers.

6. Have a Membership booth at Diesel Days. Be proactive about "spreading the word" when we have large crowds at our museum.

7. Promote our monthly Chapter programs among our railfan friends. We have now moved the start of the program to 8:15 PM so it's easier to attend.

8. Print a "visitor edition" of *The Semaphore* that is targeted toward folks who are not Chapter members.

I think it's fair to say that all of us who volunteer at the museum are there because we enjoy what we do at Industry. There are probably many more like us. It's time for each of us to become a "missionary" and share our joy.

Trolley Power Substation

by Rand Warner

Progress:

Our R&GV RM and NYMT people have agreed on dimensions of the room, coordinated by Jim Dierks.

Ted Strang of NYMT is honcho for the walls, door, furnace and an vent installations.

Jim Johnson has sketched an equipment floor layout.

Dick Holbert and Jim Johnson are updating wall layouts for later equipment configuration.

Rand Warner and Bob Mader have resurrected our 6000# propane Towmotor forklift for \$2000 for exchange credit at M&M Electric

The 300 KVA (1 ton) isolation transformer has been delivered and is on site in the room at NYMT.

Rand Warner is making and collecting other on-hand components to move to the room.

We have on hand now almost all of the major components to go inside the room.

Jim Johnson has inspected an available dc output breaker/disconnect with remote reset capability. This item is a possible future option, along with a remote operated ac input contactor for 3-phase.

Bill Chapin is repainting our 400-amp 3-phase breaker box.

Plans:

Let mason contract for walls and door.

Paint walls with Thoroseal.

Install drop ceiling as necessary.

Repaint 300 KVA isolation transformer.

Modify or cover up glass block windows.

Install Kindorf channel to mount all components.

Install earth ground system and ac/dc ground bus around room.

Refinish room floor before mounting components to floor.

Install furnace and fan vent.

Begin installation of ac and dc components.

Acquire two more ac disconnects, and needed conduit sizes, fittings and wire.

Xmas Tree trips to commence

by Steve Huse

The Rochester Chapter in conjunction with Remelt's Christmas Tree Farm will be running Christmas Tree trips again for the 2003 season. The dates are Dec. 5, 6, 13 and 14. Saturday's hours are 9 AM - 3 PM. Sunday's hours are 10 AM - 3 PM. We will need one engineer and three caboose hosts for all four days.

Please contact Steve Huse at 586-5802 if you would like to volunteer.

Thanks to ...

John Redden, Neil Bellenger and others for donations toward rehab of Diesel #1941.

Rick Israelson for donations of parts for FWD truck restoration project.

Rand Warner and **Bob Mader** for donations towards Towmotor forklift rehab.

Charlie Marks and **Dale Hartnett** for donations towards crossing shanty restoration.

Rand Warner h for donations of furnishings and equipment for *Pine Falls*.

Gale Smith for cash donation towards re-roofing the Library.

Ted Thomas of NYMT for arranging the donation of a Bucyrus-Erie crane instruction manual from his nephew, **Mr. Paul Humker**, of Port Robinson, Ontario, Canada. Mr. Humker visited our historical equipment collection and like what he saw!

Mr. Dick Ash and the **C.P. Ward Comapny** for the weekend use of a Case 9030 hydraulic excavator, including moving it to and from the museum via lowboy.

Jim Cimino for the dontaion of a battery charger.

Bill Blaesi for help with the rigging work, including bringing out his own rigging tool and gang box to keep them in.

John McDonald and **Ryan Johnson** for help with the Big Dig effort.

Art Mummery for repairing the heavy equipment during the week that we break on the weekend!

Contributors to this issue

Janet Dittmer, Charles Goodman, Dale Hartnett, Chris Hauf, Lynn Heintz, Steve Huse, Joyce Mirabella, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Rand Warner.

Last month, Robert Fitch was inadvertently left off the list for his submission of a photo of NYC Caboose #19513.

Crossing Shantys “R” Us

by Rand Warner

You can hardly believe your eyes. Charlie Marks & Co. have really made a “silk purse out of a sow’s ear” on this project to restore the New York Central RR crossing shanty from Walker on the Hojack.

They have all new roof boards, mostly new roof timbers, and all new shingles fully installed.

The new roof appearance, along with the new two-tone paint job in New York Central colors - by Dale Hartnett & Co. - sure makes a good looking building.

Charlie & Co. will be working on the floor framing and new flooring over the winter. That should keep them warm in the cold.

Great job guys!!



Complete! The new roof including the installation of the chimney is done on the New York Central crossing shanty. *Chris Hauf photo and caption.*

Did You Know?

by Rand Warner

The New York Central Railroad had freight car repair shops located in Lyons, New York.

The shops were located on Elmer Street in Lyons, before being moved to East Rochester about 1922.

So we really had two distinct operations at East Rochester – the building of new cars which started with the Despatch Shops around 1901, and then the addition of NYC RR car repair activities around 1922.

Loaders “R” Us

by Rand Warner

Dick Bean has done it again. After spearheading our Burro Crane project almost to completion — we only need to mount the boom as soon as we can get the unit outside — he has now got not one, but two more loaders working again for our use.

The first is our Case “Terra Loader”, a tracked diesel unit that ought to be able to load just about anything you could throw at it.

The second is a Massey-Ferguson diesel tractor loader on rubber, which has been on our property for some time.

These two units will back up our front line Trojan 2-yard diesel bucket loader. Stay tuned ...

Model Trains “R” Us

By Rand Warner

The Model Railroad Outreach project at Rochester Elementary School #17, in the heart of the Fatal Crescent area, is now in its second year this year. We have six students from 6th grade, meeting on Friday afternoons from 2:00 to 3:00 PM.

An Eagle Scout project this past summer resulted in expanding the layout tables to three times the original size last year.

School #17 has provided us with a new and larger room location on the second floor, near the school gym.

The students, both boys and girls, will be laying new track and switches, assembling, painting and setting up new buildings, and installing wiring and transformers to run several trains at a time.

We’re looking for volunteer helpers and also for operating line-side accessories in Lionel size for 027 gauge.

Call Rand Warner at 428-8586.

Wanted

- Good skid steer loader
- Good flat bed Knuckle boom crane truck
- Good roller bearing ballast hopper car
- Cantilever passenger car jacks
- Clean #3A railroad ballast
- Relay ties 6”x8”x8-1/2’
- Relay switch timbers 6”x8”x assorted lengths
- Shrubs and perennials flowers for transplant
- Tongue & groove 2-1/2”x5-1/4” hard wood in 8’ lengths

Cranes “R” Us

by Rand Warner

Our R&GV RM has an extensive and unique collection of crawler cranes, excavators, backhoes, clams and draglines.

These were put to good use recently for several important efforts:

1. Our new-to-us Bucyrus-Erie Model 38-B 40-ton rated crawler crane was used to pick the Towmotor forklift from where it was landlocked so we could load it out.

2. Our Army Lorain crawler crane was used to load out materials south of the Restoration Building for the “BIG DIG”.

3. Our Austin-Western yard crane on rubber was used to load out materials north of the Restoration Building for the “BIG DIG”.

Dirt “R” Us

by Rand Warner

Following the successful “BIG DIG” effort of Saturday and Sunday of October 11 and 12, our heavy equipment/construction team continues to move lots of dirt.

Effort continues on Tuesdays and Saturdays, regardless of the weather, using our all-wheel drive loader and dump trucks, our tracked bulldozers and cranes, and our trusty diesel-powered, 3-wheel roller.

We expect this effort to continue even after snow flies, using this type of rugged equipment.

Thanks to Joe Scanlon, Art Mummery, Jim Cimmino, John McDonald, Scott Gleason, Dan Waterstraat, Jim Johnson, Jeremy Tuke and others for their good help.

Watch for our dust!

Electrical Dept. (CSP&L) Organization

by Rand Warner

Communications - Dick Holbert

Radios, telephones, telegraph, data lines, and regulatory compliance

Signals - Mike Dow

Signals, track circuits, crossing gates/flashers, dispatcher’s control boards, etc.

Power - Jim Johnson

Power wiring, power planning, code compliance, EE Safety, and related power issues.

Line - Scott Gleason

Overhead power lines, trolley overhead structure, underground structures, and line trucks/heavy equipment.

These people work hard to improve and maintain our electrical infrastructure for the safety and convenience of our operations, visitors, and volunteers. Please give them

Motive Power Update

by John Redden

Diesel Locomotives

Most of the larger locomotives have been put to bed for the Winter months. Various tasks related to draining coolant, arranging battery charging cables, positioning the units for storage, and otherwise preparing the LV211, the EK9 and the NKP79 have been performed by Norm Shaddick, Chris Hauf, Bob Mader, and John Redden.

Maintenance work continues on our stable of anti-freeze equipped locomotives. Norm Shaddick has done more battery service work on the EK-6. The former U.S. Army H12-44 and the former U.S. Gov't 80 ton center cab have been pressed into service doing various switching tasks.

Restoration work has continued on the RG&E 1941 center cab. Neil Bellenger has built and installed a new wooden floor for the engineer's position. Attached to this floor is a beautiful new engineer's seat. He has continued his metal-working magic, with new custom built and installed sheet metal for various locations around the cab. He has also done considerable restoration on this unit's two cab heaters. John Redden and Dick Luchterhand have replaced some piping and a number of hoses and gaskets in the cooling system of the #1 prime mover. Mark Wiczorek is doing similar coolant hose work on the #2 prime mover. Thanks to Art Mummery for locating a modern replacement filter cartridge for the obsolete linen bag filter for lubricating oil in the #1 engine. Thanks to Matthew Tuke for assisting with filling the radiator on the #1 engine with new coolant. Thanks to Jesse Marks for offering to work on cleanup and restoration of piping from the cab of this unit. A large number of people assisted with the attempted startup of the #1 prime mover on 1-November. Unfortunately, we were unable to get the engine to start on that date. We'll keep you posted on our progress in diagnosing and resolving problems with that engine.

Thanks to all of our talented Motive Power volunteers for their continued support of the maintenance and restoration of our fleet.

Year-End Party: Jan. 10

Reserve the date: Saturday, January 10 for the Year End Party. Starts at 3 PM.

More details to follow.



John Redden works on one of the two prime movers of RG&E 1941. Here John works to pre-lube the engine before attempting to start it. Pre-lubing is a process of using an external pump to pump new oil or oil from the engine's oil pan through the engine to insure it is fully lubricated before it is started. This is very important when engines have sat for a long time and most or all of the oil has drained to the bottom of the engines. *Chris Hauf photo and caption*

Lineside Realism

by Rand Warner

Trackside equipment and buildings add a lot of realism and character to the rail riding experience for our visitors.

We have located along the museum's main line several different operating signals. More signals of still more representative types are yet to be installed. We also have several nicely painted signal relay boxes along the line.

We have on hand a NYC RR crossing shanty under current restoration efforts, and a Rochester, Lockport and Buffalo trolley waiting room already restored. These two buildings will add a lot of atmosphere when placed on the line at appropriate locations.

John Weber and Harold Russell are going to work up a set of photos and drawings for one of the beautifully ornate Rochester Syracuse & Eastern trolley waiting rooms, so we can replicate one from plans if necessary.

We have crossing signs and crossing signal equipment to be erected at appropriate locations.

We still want to acquire a concrete hexagonal telephone shanty, to be placed along the line.

We have photos to build from, to create a line side milk can platform to load the cans into our milk car.

NYMT already has in place a Rochester & Eastern trolley waiting room and a NYC RR crossing shanty.

Several of our members have a wealth of information on existing small railroad structures.

Happy 50th for the 211

by John Redden

On December 6th of this year, you might want to have a little Birthday observance for our largest locomotive, the LV 211. On that day, in 1953, Alco-GE shipped our largest engine from their factory. At that time, it was known as Pennsylvania Railroad 8445, and was headed for the hills of Northwest Pennsylvania, based in the vicinity of Emporium. Much later, this engine was traded to the Lehigh Valley, becoming their second diesel to carry the number 211.

Happy Birthday, 211!

Book Review

by Gale Smith

"Tickets Please" – *Trains Trolleys and Depots of Central New York*; contains 113 pages, published 2002 by Meyer Book-binding Co., 35 Mark St., Auburn, NY 13921. e-mail: meyerbookbinding.com.

It contains the reproduction of colored postcards from Richard F. Palmer's collection of Palmyra NY, and editor of *Baldwinsville Messenger*.

Rochester area scenes include Main Street trolleys (pages 4 & 14, caption on page 5 should refer to page 4); Braddock's Bay trolley bridge; R&E interurban stop at Egypt; R&E bridge over Erie Canal; the Victor 'contest' between steam and interurban; Erie bridge at Portage; LV station on Court St. (pgs. 40, 58); RW&O trestle over Genesee River (pg. 57, guess where?); NYC stations (pgs. 61, 77); rare view of NYC station in Batavia; Erie Station on Court St. (nice one); Ontario Beach Park RR; Swing bridge in Charlotte; BR&P/B&O station on West Main; plus many other nearby scenes of trains, trolleys, depots, and structures.

Although reproduced in color, one must remember that color photography did not exist when these views were taken. The postcards were hand-colored in that era and the colors are mute compared to today's photographs.

Many of the views are also contained in *"Railroads in Early Postcards, Volume One; Upstate New York"* which was authored by Richard Palmer and Harvey Roehl published by Vestal Press in 1990. The latter has more informative captions; the former only identifies the scenes.

Both books may be available at the NYMT Gift Shop or at the Chapter's Store.



Our Fall Foliage Express Train rides do not run without a lot of help. We see Chapter member, Dave Peet, as he helps people off the train after the last ride of the day. A special thanks to all of those who helped before, during and after the Fall Foliage train rides! *Chris Hauf photo & caption*

Ontario's former NYC line to be split

The shortest rail line connecting Niagara Falls and Windsor, Ontario will lose a 133 kilometer (82 mile) section between Dunville and St. Thomas. The last train to cover this route ran before April 1996. It witnessed some of the NYC's finest trains: Empire State Express, Wolverine, North Shore Limited and Detroit. [*The Michigan Railfan*, March/April 2003]

Surviving World Steam project

The "Surviving World Steam" is a project documenting the last of the world's remaining steam locomotives, ships, boats, vehicles and reciprocating pumps in the form of searchable databases and digital photographs. Roughly 31,000 steam engines in 140 countries and 2,000 photographs are included in the project.

For more information please visit our new website at:

<http://www.survivingworldsteam.com>

[Submitted by Lynn Heintz]

New Plaques honor RR history

NYC's M-497 Speed Run

An Ohio Historical plaque will be dedicated memorializing the runs of the New York Central's M-497 "Jet" train (a modified RDC-3). This US speed record of 183.85 MPH still stands today. Sponsoring organizations are State of Ohio, New York Central Historical Society and Longaberger Basket Co.

The plaque site, located adjacent to the Amtrak station in Bryan, Ohio, will be dedicated at 11:00 AM on Friday, November 14th.

Lima Locomotive Works honored.

Several months ago, the Ohio Historical Society placed a plaque at the location of the former Lima Locomotive Works.

The buildings of this complex were demolished several years ago with the anticipation of developing the site. For a number of years, the Lima Symphony Orchestra presented concerts in the Erecting Shop building—the reverberation was great!

Although Lima Loco was the third largest builder of steam locomotives, a sizeable number of them still exist, with many of these in operating conditions. Among them are the Berkshires, "Daylights" and Shays.

NKP #211 to be restored

E-L Dining Car Preservation Society has accepted donation of sleeping car originally built in 1950 by Pullman Standard for the Nickel Plate Railroad. This car #211 was named for the *City of Lima* and operated between Hoboken and Chicago over NKP, Lackawanna and Erie-Lackawanna until end of service in 1963.

In 1965, it was sold to Illinois Central and renamed the *Cynthia*. With the formation of Amtrak, it was sold to a private individual, then to Chicago Northwestern and renamed *Lake Michigan* and assigned to their business car fleet. Shortly after the Union Pacific- Chicago Northwestern merger, the car was sold to a private individual until the current owner acquired it.

The car is said to be in excellent condition and will require a small amount of work to return it to service. Missing are the Pullman chairs. It is to be repainted in NKP livery.

ELDCPS is located in Parsippany, NJ. [*Chemung Valley Flyer*, March/April 2003]

Off the Wires

(via the Internet)

11/08/1833: A Camden & Amboy train derailed in Heightstown, NJ, due to a broken axle, killing two passengers and injuring all others in the world's first recorded train wreck and passenger fatality. Former President John Quincy Adams and Cornelius Vanderbilt were aboard the train. [This accident turned the Commodore against railroads until many years later.]

11/09/1889: The Rochester Railway company bought the Rochester City & Brighton Railroad Company, preparatory to phasing out horse-drawn trolleys.

11/11/1869: The Brooks Locomotive Works was officially formed in Dunkirk, NY by Horatio Brooks after leasing the former Erie shops. In 1901 the Brooks Locomotive Works merged with the Schenectady Locomotive Works, and several other locomotive builders, to form the American Locomotive Company. [From Phil Houle's Dispatcher's Web Site via "American Rail Link", Nov. 5; Issue 131]

Santa Claus Trains

Dec. 13: Ontario-Walworth Rotary on OMID railroad. Consult your Wayne Co. "Penny Saver" for information.

Nov 28 & 29: Finger Lakes Railway Santa Trains, Departure from old NYC freight house in Shortsville at 9:00 and 10:30 am, noon, 1:30 pm and 3:00 pm. Sponsored by Lehigh Valley Historical Soc.

Nov. 28: Adirondack Scenic Railroad's Christmas Train to Old Forge. Departs Utica Union Station at 11:30 am. Information: 315-724-0700 or www.adirondackrr.com.

Nov. 29: Adirondack Scenic Railroad's Annual Santa Trains: Utica to Holland Patent; Departs Utica at 9 am, 10:30 am, 1 pm and 2:30 pm. See above for contacts.

Dec. 4, 5, 6 and 11,12,13: Polar Express on the Adirondack Scenic Railroad. Takes passengers to North Pole where Santa will board train for return trip. Reservations required. See above for contacts.

Nov. 29 & 30; Dec. 6, 7, 13, & 14: Departs Medina at 11:00 am and 2:00 pm; Lockport at 12:10 pm. Boards in Medina at Medina Railroad Museum; Lockport at Michigan St. and Park Ave. For information, call 585-798-6106.

Have a
Happy Thanksgiving

Remember to Save Saturday, January 10, 2004 for the Year-End Party!

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

Address Service Requested

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

Happy Thanksgiving

Chapter Meeting & Program:
**Two Feet Between
the Rails - Redux**
by Chris Hauf
Thursday, November 20, 2003
40&8 Club
933 University Ave

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, Bob Mader and Harold Russell.

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/>
