



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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Program for Dec. 18

DL&W's Pacific Locomotives by Jerry Segrue

Our December meeting will feature Jerry Segrue, noted author and artist who will discuss the Delaware, Lackawanna and Western Railroad's Pacific Locomotives. Jerry is recognized as an expert on these locomotives and has made highly detailed drawings of them, many of which have been published. He will have copies of his drawings and books for sale.

About Jerry Segrue ...

Train watcher Jerry Segrue is a native of Syracuse, NY and a graduate of LeMoyne College earning a BS in Physics in 1959. His interest and fascination with steam locomotives began early. As a young boy, he would accompany his father, a veteran Lackawanna railroader on the North Local to Oswego, and on the "Hill Train" between Solvay and the stone quarries at Jamesville. In his youth, he rarely missed an opportunity to visit the DL&W round house and engine facilities at Magnolia and West Fayette streets, on Syracuse's west side.

Jerry's professional career as a Mechanical Engineer was spent primarily with Eastman Kodak Company in Rochester, but included early stints on the drawing board at the old Prosperity Company in Syracuse and at the A.C. Gilbert Company in New Haven, Connecticut, where he honed and perfected his drafting skills. Since early retirement from Kodak, Jerry and his wife, Shirley continue to reside in Rochester.

Since 1990, Jerry has been serving as the Technical Advisor for DL&W Steam Power for the Erie Lackawanna Historical Society. A number of Jerry's articles and drawings, featuring Lackawanna steam power, have appeared in such popular model railroad publications as *Model Railroader*, *Railroad Model Craftsman* and *Mainline Modeler Magazines*.

Meeting starts at 7:30

Program starts about 8:15

Place: 40&8 Club, 933 University Ave.

Season's Greetings



The Chapter is currently running the Christmas Tree Train over the museums' railroad. This is a view of the 2002 train from our files. The "Santa" on the PC transfer caboose is Dick "Lucky" Luchterhand. That hair and beard are genuine! *Photo by Chris Hauf*

UPCOMING PROGRAMS

by Harold Russell

January's meeting will feature our own Donovan Shilling discussing the Erie Canal and its history. He will present color slides of the historical canal modules he has built.

February will be our Members' slide night. Please dig out those slides you have hidden away and bring them along for all to enjoy. We have a stack loader for those of you who do not have your slides in carousel trays. **Please let Chris Hauf or Harold Russell know what you will be bringing by January 15th.**



**Library Hours: 2 to 5 PM
SUNDAY, January 18, 2004**

Because of holiday festivities, the December date is being postponed.

Library Phone: 872-4641

Gift Shopping?

If you are shopping for gifts for a railfan, you might consider the Chapter Store the December meeting, or the NYMT Gift Shop on any Sunday.

At the Chapter Store, you'll find a selection of: books, videos and calendars. Also present should be lanterns and T-shirts.

New Book About Rochester's Transportation

by Donovan Shilling

Donovan Shilling, along time depot guide and Chapter historian, has recently written another intriguing book....this one, about transportation. What makes it so interesting to railfans is that it traces local transportation from the 1880s through more than 200 photographs with many images rarely seen before. There's a photo of Charles Lindbergh at Rochester' old Municipal Airport, photos of the area's earliest trolleys, trains, and planes, and many scenes of Rochester's downtown filled with vintage traffic: horses, trolleys, trains, subway car, buses, fire trucks and automobiles.

One can also see Elsa Von Blumen on her high wheeler bicycle finishing a race against Hattie E., a horse, at the Driving Park Race Track, or a rare ad for the Rochester Regas automobile and even a final chapter about our CHAPTER, with photos of Chapter members, John and Eugene Redden, Charlie Robinson and Neil Bellenger.

The 128 page volume entitled *Rochester's Transportation Heritage*, is an unique gift for the Yuletide Season. The book printed by Arcadia Press, is available at most major book stores or from the author who offers it at a reduced rate and also autographs it.

Annual Activities Submission Procedure

Beginning with the 2004 Activities issue of the *Bulletin*, submissions will need to be electronically submitted to the NRHS web site. Hard-copy will be rejected. If this is not possible, the submitter should contact the Jeffrey Smith, the Bulletin editor.

Www.nrhs.com/chapter_reports/ is the website. The deadline is March 15, 2004 which will be strictly enforced! The length of the article is limited to 4,800 characters — including white space characters! This website displays the appropriate screens to aid the submission.

Photograph deadline is March 31. Additional details are in the *NRHS News Extra*, Autumn 2003 sent to chapter officials.

Library Report

by Charles Robinson, Chairman

Because of season's festivities, the library will **NOT BE OPEN** on Sunday afternoon in December for your general use. See you next year.

However, the work goes on. Bob Miner has vastly improved the lighting situation in the back room by handling the light fixture on the ceiling over the table. It is now much easier to read in that area. The library chairman has more securely fastened some lose pieces of the insulation board that comprises the skirt at the ends of the building.

One word of caution. The roof still leaks around the skylight in the front room so do not leave anything on the round table under the skylight. When the wind blows somehow the water gets in around the east inside the skylight frame and comes in bringing down pieces of plater. The last time the chairman was up there he did not see any open holes. The chairman also cemented the holes that could be found above the skylight. However, the water is still getting into the frame.

Inside, Gale Smith is now working through the donations we have received for the library. Kathy Palozzilo has donated the remaining rail books in the Ed Van Leer estate and Tom Ewart has donated a large number of railfan and model railroad magazines. The later donation we are slowly going through to incorporate those magazines that are missing into the Chapter's collection. The model railroad magazines will be routed to those interested in modeling. As always, we are grateful for these donations that make it possible for us to have a selection of interesting material.

Please come to see us in January when the library will be open again for the Sunday

Bob Evans displays NYC Depot photo

The Bob Evans Restaurant on West Ridge Road has a number of historical photographs about Rochester.

The one that caught your editor's eye was a never-seen-before photograph of about 1910 of the New York Central's second Depot in Rochester. It is taken from an eastern advantage point and shows the entire front of the structure plus how the train shed was positioned behind it. Also present were views of early cars and horse-drawn vehicles.

It would be nice to acquire a copy of this photograph for our archives.

Membership Report

Janet Dittmer, Chairperson

No new members to announce this period.

About Renewal Notices.

Janet has received an e-mail that the bill notices were shipped this past weekend.

Preparing the 2004 bills became a slow and painful process for the National office. Mike Bettiol volunteered to take over the duties after the unexpected death of VP Bob Pinsky. He found an inadequate supply for the forms and the dies to prepare more were worn out. Since the form was to be modified for the 2005 year, it was decided to advance this phase. But then the database of 32,000 members was found to be inconsistent (and if you have worked with databases, they demand entries to be consistent)

Mr. Bettiol has devoted many hours correcting entries to conform to postal regulations, as well as additional lines to take care of classifications used by many chapters. Now the database update process should be faster and less prone to error.

Dues Structure

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

The renewal rates 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.

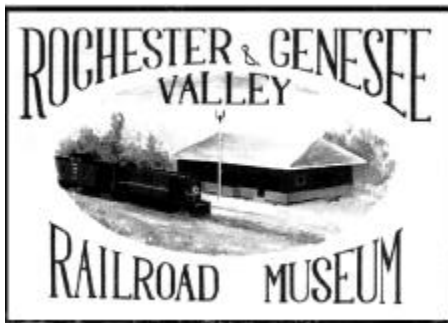
Dec. 31, 2003: 2003 memberships expire and so do early renewal discounts.

Xmas Tree trips underway

The Rochester Chapter in conjunction with Remelt's Christmas Tree Farm is running Christmas Tree trips again. The remaining dates are Dec. 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 these two days.

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

Fares are: \$5 for adults; \$3 for kids; \$20 for the family.



MUSEUM MUSINGS

by Dale Hartnett

In a few weeks, a number of us involved in exhibits at the Rochester & Genesee Valley Railroad Museum will meet to plan future exhibits.

We'll have to answer a lot of questions before we can really plan new exhibits.

What do we want our guests to know?

Do we concentrate on what railroads used to be (after all, we are a historical society) or do we emphasize what railroads are today (because railroads play an important but often invisible role in nearly everyone's life).

What knowledge of railroading do our guests already have?

Sometimes it's truly a great deal of knowledge. Then there's the mom who pointed to the place in one of our diesel locomotives to show her son "where they put the coal in." (True story)

What should our guests do during their visit?

Some guests may need to know about the history of the museum and our organization. Others prefer to explore on their own. We need to find a way to cater to all guests.

How do we cater to visitors with different needs?

Many of our guests have young children. We need to have something to keep their young minds and bodies occupied. Other visitors may be much older and have first-hand knowledge of items in an exhibit. We need to find a way that people from different backgrounds can learn from and appreciate any exhibit.

We need to constantly ask ourselves how we tell the story and how we can tell it better.

What have you seen at other attractions that answered some of these questions? We'd love to hear from you.

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

Motive Power Update

by John Redden

Diesel Locomotives

We have the larger locomotives parked for the Winter, with three of them in temporary storage on Track 6, and one of them on the "lead" track. Rand Warner, John Redden, Chris Hauf, and Norm Shaddick have done charger setup, and battery maintenance on these engines, in order to protect our considerable investment in locomotive batteries.

Norm Shaddick and John Redden performed battery maintenance and testing on the 80 ton GE centercab EK 6.

Our "other" 80 tonner, number 1654, has also had attention this month. Jim Johnson and Dick Holbert have acquired new plugs, and made up new adapter cables for the block heater circuits for this unit. Dick also made some wiring changes to these circuits, so that now we are able to plug this unit into our standard block heater cord, and warm up its prime movers prior to starting them.

1654 and EK-6 were used this month for various switching moves in preparation for the Christmas Tree trips with Remelt's tree farm, and 1654 was used for demonstration runs with Boy Scout Troup #258 from Chili, whose members were working on their Railroad Merit Badge.

On our 45-ton engine number 1941, we have temporarily shifted our efforts to the number 2 prime mover. We had been hoping to get the number 1 engine started last month, but there is some as yet unknown problem with that engine. After number 2 is finished and re-started, we will again concentrate on the number 1 engine.

Thanks to all of our Motive Power Volunteers.

Thanks to

John Stewart for locating the large new lathe that was recently acquired by the Museum.

Kevin Klees for donating the purchase price of the new lathe.

Batteries for EK-6 Needed

by John Redden

Most of our members are familiar with our locomotive EK-6. For those who are not, a brief history follows.

This engine was built in 1946 for the Eastman Kodak Company for service at its Kodak Park works. It was the first new diesel-electric that was ever purchased by Kodak. After many years of faithful service, this unit was generously donated to our Museum in 1981. Around 1985, a complete set of brand new batteries were purchased for EK-6, and donated to the Chapter by one of our generous benefactors. Since that time, the EK-6 has been the one engine that could always be counted on to start and run reliably, any time of day or night, regardless of weather conditions, year round.

After nearly 20 years of good service, these batteries have reached the end of their useful service lives. We are about to start a capital fund drive in order to replace them. We are seeking donations for this purpose. Since our Chapter is a 501c3 non profit corporation, any donations that you might wish to consider would be deductible on your income tax. December is a good time to consider this sort of donation, since any donations that are made this month, can be deducted from your 2003 taxable income.

Perhaps, when renewing your membership, you might consider sending some money to help out our trusty EK-6. As always, your generosity is greatly appreciated.

Contact John Redden or Chris Hauf.

Surviving World Steam

The "Surviving World Steam" is a project to document the last of the world's remaining steam locomotive, ships, boats, vehicles and reciprocating pumps in the form of searchable databases and digital photographs. Roughly 31,000 steam engines in 150 countries and 2,000 photographs are included in this project.

Information is available from the website: <http://www.survivingworldsteam.com>.

Construction & Equipment

by Joe Scanlon

Not only did we make a big dent in our earthmoving project this year, we also managed to get the following heavy equipment back in operating condition for use around the museum:

- ? Manitou Mack flat bed truck;
- ? Quality Steel flat bed truck;
- ? Vitale White ten-wheel dump truck;
- ? CAT D98 crawler tractor and CAT 80 pan scraper;
- ? Bay City model 65 dragline;
- ? Bucyrus-Erie 15B shovel front.

Besides that, a number of pieces have been worked on and are close to being operational:

- ? Bay City model 38 shovel front;
- ? FWD 2-1/2 ton service truck;
- ? Massey-Ferguson wheel loader;
- ? CAT DW-15 pan scraper.

Also major work has just been completed on the ex-RG&E Trojan loader with the replacement of both center pin bearings. This operation required major surgery, which involved separating the two halves of the machine approximately 4 feet apart so that there was sufficient room to have access to replace the bearings.

Our thanks go out to Art Mummery, Dick Bean, Bob Mader, Dave Luca, Rick Israelson, Ryan Johnson, Scott Gleason, Dan Waterstraat, John McDonald, Jim Cimino, John Redden, Norm Shaddick, and everyone else who pitched in to make it happen! This is an impressive list of accomplishments. It takes a good team to make it happen!

Machine Shop News

by Kevin Klees

Recently a large metal lathe was donated to the museum. This lathe will be able to turn objects as big as 16 inch diameter by 8 feet long. Several of the badly corroded shafts on the Plymouth locomotive will be replaced with new ones made using this lathe. It required several trips to disassemble and transport the machine to it's new home in the Restoration Building. Members of the recovery team included: John, Bob and Kyle Redden, Rick Israelson, Rand Warner, Dave Luca, Randy Bogucki, and Kevin Klees. The lathe is being set up on a temporary foundation along the west side of the Restoration Building. This lathe came with 3-jaw and 4-jaw chucks, a steady rest, thread-cutting gears, and a large motor.

Heavy Equipment Update

by Rand Warner

Art Mummery has completed a substantial effort on our yellow Trojan loader, to replace damaged bearings in the articulation linkage.

Dick Bean and Rand Warner have moved the Massey-Ferguson tractor loader to the Restoration Building for continuing rehab work over the winter.

Bob Mader has replaced a burst hydraulic hose and broken fan belt on our Balmar backhoe tractor.

Rick Israelson has had the FWD truck running on several occasions, and is continuing with electrical wiring work.

Joe Scanlon and Co. are working on getting our CAT D-21 self-propelled pan/earthmover into operational service to support the "Big Dig" effort.

Signal Department

by Rand Warner

Mike Dow is spearheading a massive rebuilding of our active signal circuitry to integrate all of our various signal subsystems together:

- Dwarf signals in lower yard
- Dwarf signals in upper yard
- Syperivisory control panel in Depot
- North and South bound signals at top of hill near Switch #6
- Additional signals going towards NYMT

New relay cases are being assembled, wired and checked out now.

After bench checkout, Mike, assisted by Jim Johnson, Dick Holbert and others will be retrofitting the new cases to replace old ones at the top of the hill.

Then they will do a static subsystems and systems checkout, followed by an active checkout using trains.

The upgrade concept is being implemented in a manner to be compatible with future addition of a real signal tower.

Norfolk Southern donates 10.5 acres to Erie City

The former land that was occupied by Nickel Plate trackage, now owned by Norfolk Southern, was donated to the city.

This street running trackage ran down the middle of 19th Street. It was recently relocated along the NYC (now CSX) trackage to the north.

The city plans on using this space to expand its public works complex. [Source: GoErie.com, 11/13/03]

Collection Department

by Rand Warner

The combined assets of R&GVRM and NYMT are impressive in several areas:

-Does any other museum group have not one, two, three, or four — but FIVE TrackMobiles? From a small TM-2 Whiting, through three TM-5 Whitings, to a large TM-9 Whiting.

-Does any other museum group have EIGHT crawlers/dozers from a 1-ton ATC up through a 40-ton D-8, and including a real antique CAT/BEST "60"?

-Our joint trolley collection includes at least EIGHT different interurbans alone, representing almost as many lines.

-We also have jointly SEVEN cabooses, TEN motorized track cars, and FIFTEEN assorted pieces of railroad and trolley MOW equipment.

What other categories should we be more cognizant of??

Safety Committee

by Rand Warner

Steve Huse has procured and installed five eye wash stations for the protection of our volunteers in unforeseen emergencies.

They are located where we most often work: one each in the Tool car, Flexivan trailer, Alonzo Cornell car, and two in the Restoration Building.

Needed for safety of heavy equipment operations:

- Large wood or metal tire chocks.
- Needed for safety of train operations:
- Wheel skates
- Wheel chocks
- Wheel stops
- Locomotive chains.

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

- ? Rochester & Sodus Bay: July 28, 2004
- ? Rochester & Eastern: July 30, 2005
- ? Rochester Lockport & Buffalo: April 30, 2006
- ? Rochester & Syracuse: June 28, 2006
- 50th Anniversary of Closing of Rochester Subway for Passenger Service:
- ? June 30, 2006

We have some time here to plan some significant and appropriate recognition events & Celebrations!!

Trolley Power Substation

by Rand Warner

The area in the southwest corner of the NYMT back barn has been cleared (again) for the mason work to start.

Ted Strang of NYMT has contracted with a mason to erect cinder block walls and install a three-foot steel door assembly. This work is underway and should be complete when you read this.

Rand Warner and Jim Johnson have been making weekly deliveries of major electrical components to the site, so that we can finalize layout of location.

Rand Warner and Ted Thomas of NYMT have extricated the large slate slab DC disconnect breaker with remote reset, and relocated it to the site area for erection.

Rand Warner and Jim Johnson will be making trips to Geneva to pick out Kindorf mounting rails, conduit, fittings and heavy cable for wiring.

Expenses for this joint museum project are being charged to the "Transitown Fund" for joint infrastructure enhancements.

Scout Troop Visits

by Bernie Pernot

On November 22, 2003, the Rochester & Genesee Valley Railroad Museum was visited by Boy Scout Troop #258 of Chili, NY. In attendance, were six boys learning and working on their railroad merit badge with Dale Hartnett as the merit badge counselor.

Dale taught the boys about railroad safety, the different kinds of rolling stock used on the railroad, employment opportunities, how a locomotive works and develops power, how to throw a switch track, the purpose of a derailing device, the job of the caboose and what is an EOT device?

The highlight of the learning experience concluded with mapping out a trip plan on Amtrak followed by a ride in an 80-ton locomotive. John Redden gave them an overview of the engineer's controls, and were allowed to operate the horn and bell. This was an experience they will never forget.

The boys completed six out of seven requirements during their visit and appreciate the time Dale and John provided.

Thanks guys!

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

Send your reservation to Dale Hartnett by either dhartnet@foxrochester.com or 585/243-0139.

Spencerport Heard From

by Rand Warner

Bernie Cubitt has been heading a project for the last couple of years to save the former Spencerport station of the Rochester Lockport & Buffalo interurban trolley line.

That project is now in full swing. The depot has been acquired and is currently being restored and prepared for a move back to the center of town, less than 50 feet from its original location in the village.

Bernie has recruited people to help with funding, publicity, construction, heavy equipment, restoration and cleanup.

The project has been featured in the regional newspaper, our local television and in talks to local organizations.

Volunteers are working at the site on Wednesdays and Saturdays, under the direction of Construction Supervisor "Bud" Nichols, who is also a local historian of considerable reputation.

Give Bernie a call at 352-3064 if you want to know more about this effort.

Cedar Swamp Depot

On the Lehigh Valley Railroad's Rochester Branch

by Harold Russell

The Lehigh Valley Railroad's Rochester Branch ran from the depot at Court Street and South Avenue to Rochester Junction. Rochester Junction was located on Plains Road west of Rush and south of Route 251.

There were three other depots on the line, Mortimer, Henrietta and Cedar Swamp. Cedar Swamp? Where was Cedar Swamp? *Answer:* It was located where Route 15A crossed the branch line. A photograph by Sheldon King that indicated the depot was little more than a flag stop. But it had a sign and a siding. Simple wooden crossbucks warned of the crossing that appears to be little more than an enlarged path. Mary Hamilton Dann says that the intersection was notorious for accidents since the heavily wooded surroundings muffled the noise of the approaching train.

Credit: Dick Senges, Editor of *Rochester Model Rails*, for permission to use this piece.

It's a fun time as we rush between cars (which are heated) and the Depot to sample all the goodies – then head to the train for a ride in "Winter Wonderland".

As the Churchville car dealer says on his TV ad: "**See You Right Here!**"

Follow-up on RDC #497

Harold Crouch writes:

"The Nov. issue of *The Semaphore* arrived and another good issue too. I noted the item concerning the NYC's jet-propelled Bud RDC-#497. The interesting part came **AFTER** the test was over!

"After the test, #497 sat out behind Collinwood Locomotive Shop for a while. Finally, it was decided to put the car back in service once more. Accordingly, #497 was sent to Beech Grove Passenger Car Shop for restoration. Then came the awful truth!! Where are the bits and pieces that form the front of the car?

"When this project started, #497 was brought into Collinwood Diesel Locomotive Shop where the front end of the car was dismantled in order to apply the streamlined "nose". The bits and pieces were laid on the floor alongside of #497. With the modification completed #497 was sent to Bryan, Ohio for the test.

"With the car gone, a laborer came and took all this material to the scrap car! So for the restoration, where are we to obtain replacement parts, as the Budd Company was out of production of these parts?

"At this time, I was in the Locomotive Engineering Dept. in New York City, and so was assigned the task of trying to locate replacement parts! Calling the Boston & Maine Railroad, the Reading Railroad and the B&O Railroad, the missing parts were scrounged up together with what Beech Grove could manufacture themselves.

"While all this was going on, a phone call from the Beech Grove Shop manager was received saying that they were car men and didn't know much about diesel engines, but believed that there were supposed to be two diesel engines (GM Model 110) with the #497; but nothing that resembled a diesel engine could be found! I said that I would call him back. A quick call to Collinwood Backshop turned up the fact that the two engines from #497 had been overhauled and sent to Harmon Electric Shop as spares for the other Budd cars.

"Thus the 497 returned to service while I went on to make some more "improvements" to the Budd cars."

[Harold wrote this article while undergoing recuperation at a rehabilitation center from a recent knee replacement surgery. We wish him well during his stay — and look forward to more interesting articles of his experiences while working for the New York Central.]

Off the Wires

SUNY Brockport hosted model train exhibit

A partnership between The Electric Train Company, Fairport, NY, and the State University of New York College at Brockport's Department of Recreation and Leisure Studies is breaking new ground in therapeutic research using model railroading, combined with present-day, state-of-the-art technology, to study and enhance the socialization skills of adults with cognitive disabilities.

The exhibit was open for the public on December 3 at the SUNY Brockport's Seymour College Union, with a state-of-the-art model train donated to the College by Michael Wolfe, CEO of MTH Electric Trains, Columbia, MD.

The model railroad layout was designed and built by recreation and leisure studies students who are participating in the research project. These same students are currently completing a task analysis and creating a therapist manual to be used in the study. The students are dedicating the manual to fellow student Lindsay Kyle, who was killed in a tragic automobile accident in October. Kyle was one of the first students to embrace the trains-for-therapy project.

For more information about the Model Trains and Therapeutic Railroading Project or train exhibit, contact Newman at (585) 395-5490.

Buffalo area hotel to serve rail workers

The Oak Tree Inn in Cheektowaga is near the CSX yards and they host rail workers, selling 36 out of 56 rooms to the company.

In order to accommodate the worker's variable hours, the Inn has installed items to help the workers get a good sleep – regardless of the time of day. Among them are special room-darkening blinds that have magnets along the edges that seal out light leakage; walls between rooms are separated and thickly insulated for sound-proofing; a sensor in the door frame plus a motion sensor inside the room that activates heating or air conditioning upon entrance or awakening; these same sensors will alert housekeepers if the room is vacant.

These modifications may also be attractive to the general public, hence, the Oak Tree Inn is in the process of marketing such.

[Source: *Buffalo News* web site, 11/13/03]

Lion kittens freed after freezing to rail tracks

A railroad inspector and a game warden used an age old trick to free three mountain lion kittens who had frozen themselves to a railroad track near Butte, Montana.

Pat O'Rourke was inspecting the Burlington Northern Santa Fe Railway main line 12 miles west of Butte Friday [Oct. 31] when he saw three kittens frozen to the tracks. One was frozen on its back and one by its tail. The third kitten had a paw stuck to a railroad spike and its belly on the track.

Apparently the young mountain lions had crossed Silver Bow Creek before walking onto the steel rails and got stuck.

At first, O'Rourke tried to move the kittens with a shovel, then realize they were stuck. He then tried coffee from his thermos: no luck. "They kept licking their paws, and the more then licked, the more stuck they got," he said. "It seemed like every time they moved one thing, something else got stuck."

The sound of the screaming kittens roused their mother who was watching from a nearby ridge. The roar of the angry female mountain lion spooked O'Rourke back into his truck. He called for help, and Marty Vook, a game warden with Montana's Fish, Wildlife and Parks responded, bringing hot water. At last, the kittens were freed.

Saratoga Springs station to open soon.

The reconstructed Saratoga Springs station is anticipated to open in time for holiday travelers. This \$5.9 million station was schedule to open in August or mid-autumn. However, to stay within budget, some modifications had to be made. Authorities did not want to replicate the \$19 million over budget of the \$53.1 million Rensselaer station, which also took two years more than anticipated to complete.

Most of the work to be completed, as of November, was inside, such as installing floor coverings, wall board, counters and fixtures. [Source: Timesunion.com (Albany), 11/13/03]

Year-End Party: Jan. 10

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

Details on enclosed flyer

Crane strikes power line, 3 workers electrocuted

[from Associate Press via GoErie.com]

In August at Telford (PA?) a man was electrocuted and two co-workers died trying to save him.

A crane boom struck a 7,200 volt electrical line while it was being backed up. The men were demolishing a building at a concrete plant.

As electricity coursed through the rig, two men rushed to assist its driver, who had been hurled from his cab. One began administering CPR, but the rescue attempt went horribly awry when the second worker touched the still electrified crane, sending a deadly jolt through all three men.

The third man was touching the shoulder of one man and also touched the crane to steady himself.

The crane became so hot that it caught fire, leaving it a smoking ruin with the electrical line draped over its boom. Potential rescuers had to stand by until the utility company could de-energized the line.

[Although this has no railroad connection, it involves cranes and high tension lines — and we have both. George Knab was always aware of this potential hazard — so should we!]

Shipping milk by rail concept

The Southern Oneida County Economic Development Council is proposing a "Milk by Rail" project. The idea is to offer a less expensive way for Central New York farmers to ship their milk to downstate markets. Presently, shipments are made by truck by the Thruway. After unloading, these empty trucks also return by the Thruway, paying tolls.

The plan is for local farmers to take their milk to a depot, load it into a specially-designed, collapsible tank and have it transported by rail. Once emptied, the tank would be cleaned and collapsed, allowing cargo to be added to the train for the trip back. [Source: Uticaod.com, 1/18/03]

CSX to chop 1,000 management jobs

Recently, CSX announced that it expects to eliminate 800 to 1,000 non-union employees over the next six months. About 3,000 of the company's 5,000 non-union employees are based in Jacksonville, FL. CSX has 34,000 employees and its rails cross 23 states. [Source: *Buffalo News/buffalonews.com*, 11/11/03]

Binghamton plans for passenger station.

The New York Susquehanna & Western Railroad purchased the Delaware & Hudson freight house in Binghamton in October. NYS&W plans to convert the facility into a passenger railroad terminal. It owns stations in Cortland, Marathon and Utica. Currently it operates the Syracuse On Track train, which runs from Syracuse University Carrier Dome to Carousel Mall. Sometime next year, the road expects to run excursion trains between Syracuse and Binghamton.

If all goes well, Binghamton will be connected to New York City through Scanton, PA and Hoboken, NJ with passenger service. Once again, Binghamton would become an active railroad hub. Currently, rail lines from Syracuse, Utica, Oneonta, Buffalo Jamestown and Scranton already converge there. [Source: Binghamton's *Press & Sun-Bulletin*/pressconnects.com; 11/20/03]

CN is expanding

The Canadian National Railway, which purchased Illinois Central RR in 1998, has agreed to purchase Great Lakes Transportation, which include rail lines in Wisconsin (Duluth, Missabe & Iron Range Railway Co.) and Ohio (Bessemer & Lake Erie Railroad Co., and Pittsburgh & Conneaut Dock Co. - a switching railroad), plus a fleet of eight ships.

They are also one of three bidders to purchase BC Rail of Vancouver, Canada's third largest railroad.

CN's operating ratio (proportion of revenue used to operate and maintain the railroad) was 68% in the third quarter. The best performing US-based carrier, Union Pacific, ratio is 80%; Kansas City: almost 90%.

The Canadian National is the only railroad in either Canada or US that goes from coast to coast and the Gulf of Mexico.

It hauls more freight cars than it did a decade ago, but is more profitable, even with 22,000 fewer workers, 800 fewer locomotives and 22,000 fewer freight cars. Its stock has increase from \$10 in 1995 when it was privatized to \$60.

Final purchase awaits approval by several government agencies. [Source: *The New York Times*/nytimes.com, 11/14/03]

Contributors to this issue

Harold Crouch, Janet Dittmer, Dale Hartnett, Chris Hauf, Kevin Klees, Bernie Pernot, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Donovan Shilling Rand Warner.

Workers return to Alstom

All but 33 of the 95 transit-car workers furloughed this summer have been recalled at Alstom Transportation in Hornell. The remaining 33 are expected to be recalled by year-end. They were furloughed mainly because of difficulty in acquiring parts from outside sources.

On tap are overhauling additional Washington Metropolitan Area Transit Authority cars, plus building five cars for New Jersey Transit. [Source: *Hornell Evening Tribune*/eveningtribune.com, 11/17/03]

B&P to reactivate branch line

The Buffalo & Pittsburgh anticipates running coal trains twice a day, seven days a week in Indiana County, PA. "The Indiana Branch", a 16-mile section of rail line from Creekside to Homer City, as been inactive for more than a decade.

Prompting this action is the hauling of coal from Rosebud Mine, near Freeport, to Homer City electric generating plant. This plant did have a coal mine near by, but now needs to acquire its coal from mines farther away. [Source: *The Indiana Gazette*/zwire.com, 11/14/03]

G&W looking at D&H

The Genesee & Wyoming Railroad, a holding company, is in discussions with CP Rail regarding the purchase or a lease of the Delaware & Hudson. CP is looking at various options as the D&H has barely covered CP's cost on this segment.

The 104-year old G&W started in Livingston County by hauling salt from the former Retsof salt mine to rail connections at G&W and P&L Junctions. Now based in Greenwich, CT, it has become the second largest shortline operator in the US. Its holdings and affiliates include 20 short line and regional railroads dispersed in the US, Canada, Mexico, Australia and Bolivia. It operates over 8,000 miles of owned and leased track plus more than 3,000 miles under other track access arrangements. [ESPA *Express* via Utica and Mohawk Valley Chapter, NRHS' *Tower Topics*, Dec. 2003]

Auburn rail car plant adds jobs

Bombardier Transportation purchased the former Alco engine plant in Auburn in 1984. This plant employs 170 workers to make undercarriages of rail cars used in New York City area and airplane parts.

To be added to this mix is the finishing work on "bogie frames". The "raw" frames will be shipped in for finish work and then sent to Plattsburgh where wheels, brakes and propulsion systems will be added.

Auburn Technology expects to add 30 jobs in the next few years. [Source: Auburn's *The Citizen*/auburnpub.com, 11/11/03]

New Niagara Falls station

The House-Senate Transportation Appropriations Conference Committee has approved \$2.5 million for the construction of a new train station in Niagara Falls was announced by NYS Senators Schummer and Clinton.

The funds would be used to relocate Amtrak's existing station and establish an efficient, secure border agency inspection facility. The new station would incorporate the existing U.S. Customs House, listen on the National Register of Historic Places. Its location is by the Whirlpool-Rapids Bridge and North Main Street Business District. [Source: *Buffalo Business First*/buffalo.bizjournals.com, 11/11/03]

Year 2003 will soon end!

... and oops ... made an typo (in this case, TWO), and you soon learn if someone reads *The Semaphore!* Here is the repeat:

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

983 N. Winton Rd.

Rochester, NY 14609-6824

Editor's Corner



It has been a while since this column. One thing, over the past several months, you should have noticed a marked improvement in the quality of the photographs. The former laser printer pro-

duced a background tint, which didn't affect text but did photos. This was confirmed with the purchase of the new one (Brothers 1440).

Have also noted that lower resolution photos reproduce better on the copier; however have not figured out to attain this from submitted files.

Happy Holidays!

Rochester Chapter National Railway Historical Society
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Season's Greetings

Chapter Meeting & Program:
DL&W Pacific Steam
Locomotives
by Jerry Segrue
Thursday, December 18, 2003
40&8 Club
933 University Ave.

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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)

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