



The Semaphore

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

September 2004
Volume 47, No. 1

Program for Sept. 16:

Pennsylvania Railroad's Elmira Branch

by **Bill Caloroso**

Bill will base his program on his recent book, with the above title. This branch ran from Elmira, through Newark to the coal docks in Sodus Point. (Our Fall Foliage Train uses some of this trackage.) The principal tonnage was coal. Because of some steep grades, this branch used husky engines, first steam and then diesel.

Note: We return to the 40&8 Club on University Ave for the remainder of the year.

Meeting at: 7:30; Program: 8:00 PM

Bill was born and raised in Elmira, NY at a home within 100 feet of the Pennsylvania Railroad where he developed his interest in both the prototype and model railroading.

After high school, he worked for IBM in Kingston, NY where he enjoyed NYC traffic on both sides of the Hudson. Later he was transferred to Nichols, NY. As the historian for Nichols, Bill was part of a group that wrote the Bicentennial history for Tioga County.

In the 1980s, he acquired a large collection of railroad negatives, which has since grown to the extent he offers prints at shows, including the Batavia show.

Bill and his wife, Joanne now live along the Susquehanna River within earshot of the former Conrail's Southern Tier mainline. They have two sons, one of which lives in Rochester.

A related article on the demise of passenger service between Stanley and Sodus Point appears on Page 6.

Future Programs

by *Harold Russell*

October 21: A speaker from Utica and Mohawk Valley NRHS.

November 21: *Oil Creek Railroad* by Dick Senges.

December 16: *Railroads of the Southern Tier* by Fred Trumbore

Train Set now in Sodus & ready to ROLL



(Chris Hauf photo)

Fall Foliage Trips Start in October 2!

**Excursion Train runs Saturdays and Sundays
of October 2, 3*, 9, 10*, 16* and 17.**

(* Great Train Robbers on duty!)

Every Sunday is 1940's revisited; costumed riders welcomed.

Two trips each day: 12:00 PM and 2:15 PM

Departs from Rotterdam Road (Off Route 104), Sodus, NY

Tickets available from "That's T.H.E. Ticket!" locations in the Wegman's Video Departments and at departure point (if available),

Ticket Prices:

Adult: \$12.00; Children: \$8.00; Children under 3 if seated in lap are free.

Tickets purchased before September 10th receive a \$1.00 per ticket discount. Groups of 15 adults or larger save \$0.50 per ticket, and must be purchased at the same time to receive the group discount. Prices listed include all applicable service charges

For information:

via e-mail: trips@rochnrhs.org

via phone: 585-224-0581

via Website: www.rochnrhs.org

Brochures are available at Wegman's Video Departments, and some libraries. One is enclosed with this issue for you to distribute to an interested party.

Over the Summer, much work was done on the cars in preparation for these trips. Windows were polished, safety windows were installed in each car, batteries were serviced, interior sheet-metal work done, interior painting, air brake systems serviced, are just a few of the jobs done. Thanks to the dedicated members to did this work.

However, there are more jobs ahead at the Sodus location. Prior to each trip the FIVE cars have to be cleaned and "watered".

On the day of the trips, there are needs for 1) Car Hosts; 2) Parking Lot Attendants, 3) Concession Workers, 4) Store Workers, and 5) Train Conductors. In each case you get to ride the train! You can sign up at the meeting, or you may receive a phone call!

TRACK CAR OPERATIONS

by Harold Russell

Only a few track car operating opportunities remain this fall. Autumn is one of the

best times to operate with cool temperatures and beautiful fall color. To join in the fun, please call Harold Russell at 427-9159 before the remaining open dates are filled.

Track Car Operator's Schedule (to End of Season)

	<u>Operator A</u>	<u>Operator B</u>	<u>Operator C</u>
Sept. 12	Mike Roque'	Jessica Stallone	Joe Werner
Sept. 19	Ryan Kane	Bob Achilles*	Joe Letwin
Sept. 26	Gary Dettman		
Oct. 3	Harold Russell	Phil McCabe	
Oct. 10	Mike Roque'	Joe Werner	Jessica Stallone
Oct. 17	Phil McCabe		
Oct 24			
Oct. 31	Bob Achilles	Tom Dunham	

Depot Tour Guides

Sept. 12: _____* *** Put your name here!**
 Sept. 19: _____*
 Sept. 26: _____*
 Oct. 3: _____*
 Oct. 10: _____*

Dave Peet would like volunteers rather than "recruit/draft" to fill a position. Call Dave at 586-8964, or <davepeet97@frontiernet.net>.

Being a Depot Guide can be an invigorating experience. You will tell (or learn more) about our collection, and will most likely meet a current, or ex, railroader within a group. With each tour, you will find yourself 'polishing' your presentation, and finish the day feeling enlighten!

Chapter's WebSite

If you haven't looked at the Chapter's website recently, we urge you to do so. Chris Hauf has devoted considerable time in keeping this site up to date.

This site contains Chapter news, images of *The Semaphore* since 2001, a sampling of historical photographs in our collection, among other interesting items.

The URL: www.rochnrhs.org

Remember ...
 End Of Summer
 Picnic

WAG plow has website

by Jesse Marks

Jesse Marks has created a new website based on our WAG (B&M X3215) snow plow. He writes:

"The site is just about finished with the exception of a few pictures I'll have to add later. The site will be updated regularly during the summer working months. I figure it will be much easier for members to view the progress (some of which could be small in detail or out of sight) via computer/internet. Progress and updates on the plow will be posted shortly after a work day is over. Pictures and explanations will also be available.

"I currently have a bee situation (east side – use caution around area) I have to take care of before I can get inside and take the remaining pictures. Other than that the site is ready to view." Link: <http://www.geocities.com/wagr4271/WAG.html>

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:30 PM
Monday, Sept. 20, 2004

Library Phone: 872-4641

Young Railfan dates:

Saturday, September 11 (EOS Picnic)
 Saturday, September 25

Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, Kevin Klees, Dave Luca, Jesse Marks, Ralph Parker, Dave Peet, John Redden, Harold Russell, Joe Scanlon, John Stewart, Rand Warner.

Membership Report

Janet Dittmer, Chair

Welcome to this new member:

Steve Vernille

788 Alderman Road
 Palymra, NY 14522
 315-597-6475; Trains@USADatanet.net
 Interests: Rolling stock restoration, Museum operations; Track car driver

Change of address:

Beth Krueger

PO Box 82, Westby, MT 59275
 406-351-1940

Correction to e-mail address:

Roy Wullich: rjwullich2@aol.com ("w" left out, Ed.)

New e-mail address:

Jim East: raileast@rochester.rr.com

Membership Contact:

Janet Dittmer, Membership Chair
 983 N. Winton Rd.
 Rochester, NY 14609-6824
 <daveluca@frontiernet.net>

Membership Rates:

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

News from the National NRHS Office

A new type of membership card will be used for 2005 members—quite colorful.

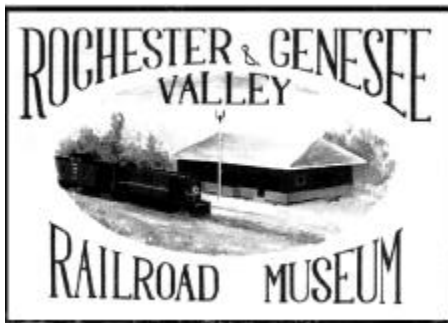
The Annual Activities Issue is in need of 1) a Copy Editor, 2) a Layout Editor and 3) an Assistant Editor. Interested parties should contact the Bulletin Editor at bulletin@nrhs.com, or by mail: PO Box 58547, Philadelphia, PA 19102-8547.

A record \$32,000 was awarded to 20 recipients for the 2004 Railway Heritage Grants program. A listing is available on NRHS website: www.nrhs.com.

Fall NRHS Director's Meeting in Utica, Oct. 24-25.

Twice a year the National Directors, one from each chapter, meet to discuss policy. The Fall meeting will be hosted by the Utica and Mohawk Chapter in Utica. Any member, not just Directors, are invited to attend.

On Saturday, a train excursion is planned between Utica and Lyons Falls on the MA&N Railroad. The fare will be \$75 and includes a box lunch.



MUSEUM MUSINGS

by Dale Hartnett

I've learned a lot from Chris Hausler.

First, Chris has taught me a lot about railroad telegraphy. We all knew the stories of Samuel, train dispatch trains and Western Union.

What we didn't know were the behind-the-scenes lives of railroaders and everyday people that Chris tells with such fervor.

Second, Chris's demonstration telegraph sounder that's tied to a laptop computer demonstrates the power of active exhibits that move, light up or make sounds while making their point.

Chris may very well have been the busiest volunteer through all of Diesel Days as he staffed the telegraph exhibit.

It seems to me that if we are to be a viable museum that people will visit, will enjoy and will tell their friends about, we need to do projects that are like the telegraph exhibit.

Today we compete for our guests' limited time against world-class museums, slick entertainment options and the internet. We need to compete in that arena.

Don't get me wrong. I don't believe we should compromise who we are or water down the message we want to deliver.

We do need to carefully define who we are as a museum and what message we want our visitors to get from us. Then we need to present that message in a way that will make it effective, especially against the backdrop of a very "noisy" environment.

Thanks, Chris. You've helped show us the future!

Chris Hausler's "telegraphic presentation" during Diesel Days was indeed educational on this aspect of railroad history.

Forthcoming in *The Semaphore* will be a four-part history on telegraph equipment. It would have started in this issue, but we await for pictures for illustration.

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@foxrochester.com

Motive Power Update

Steam Locomotives

Heisler Steam Storage Locomotive: The area between the cylinders that supports the front of the pressure tank, was wire-brushed, and painted by Rand Warner. New gaskets for the pistons and valves have been received and the reassembly of the pistons and valves will begin this fall. Our goal is to have the cylinder/valve portion of the locomotive restored and sealed up, prior to the onset of Winter weather.

Brooklyn Navy Yard number 12: Dale Hartnett has continued stripping paint on the engineer's side cab wall. We hope to be priming and painting the exterior soon.

Diesel Locomotives

Our largest, and perhaps best-known locomotive was started again in August. The **LV-211** was found to have a significant rodent infestation, but Jim Johnson, and a cast of many, cleaned up the engine, pre-lubed it, watered it, and got it started. Jim in particular, did a lot of work on the main generator, cleaning the remnants of a nest there. After a great deal of work, we were able to operate 211 on a tree-trimming run, and allow a number of engineers-in-training to experience our RS-3m from inside the cab.

A great deal of work has continued on the removal of rust and loose paint, and the re-painting of the **EK-6**. Thanks to Jessy Stallone for continuing the work on the cab and hood areas. Rand Warner has prepared and painted the truck frames and other components under the locomotive frame. Thanks, Rand.

Three other locos had active participation in another Diesel Days event weekend. The **EK-9, 1843**, and in its Diesel Days debut, the **1654** all spent the majority of eight hours on each of two days, providing transportation to hundreds of visitors. Finally, the **NKP-79** was cleaned up and used as a stationary meeting point at milepost 0.8.

Plymouth Gasoline Locomotive

A new grinding fixture has been made by Kevin Klees and has been installed to clean up the surface of the large (30") drive wheel

in the transmission of the locomotive. This grinding operation will restore the surface removing pits that are up to 0.030" deep. This step is necessary so that the new friction wheel is not chewed up by the rough surface. The grinding is progressing and is about 75% complete.

Thanks to Kevin Klees for input to this article.

Machine Shop News

Wiring of the Metal Lathe was completed in August by Jim Johnson and the CS&P Department. A good set of new tooling is on hand for the Lathe including: tool bits, boring bar, cutoff tool, knurling tool, live and dead centers, and lathe dogs. Soon belt guards will be installed and the lathe will be ready for use. Thanks Jim Johnson, and Kevin Klees.

Trolley Power Substation

Coordinator: Rand Warner

Progress:

Circuit breaker for rectifier calibrated by Dick Holbert.

Several large sizes of stranded copper hook up wire picket up by Rand Warner.

Location of underground piping for conduit trench checked by Ted Strang and Rand.

Ground system for substation interior specified by Jim Johnson.

Updated Niagara Mohawk quote for 480v, 400a, 3-phase service requested by Rand Warner.

Plans:

Install indoor and outdoor ground systems.

Dig trench for DC conduits and install sleeve under loop track.

Start pulling wires for AC and DC circuits in substation interior.

Receive updated quote from NiMo.

Determine contractor arrangement for hookup to NiMo 3-phase service.

Order more rail bonding kits.

Building & Grounds

Supt. Dave Luca

Progress:

Dave is keeping watch over our storm drains and culverts to keep them clear before, during and after storms.

Jan Dittmer and Dave Luca are continuing to plant flowers along the ROW and have a nice planters at the Depot entrance and at the *Pine Falls*.

Dave, Bill Chapin, Bob Mader, Dan Waterstraat and Dale Hartnett are mowing lawns and right-of-way and hacking down weeds everywhere.

Dale Hartnett is building up quite a data base of small outbuildings suitable for "decorating" our railroad. He even has them precisely located by means of his GPS unit!

Plans:

Continue painting on Depot Waiting Room, Crossing Shanty, and other structures as required.

Determining purpose and location for former Steve Huse heavy equipment tool barn and reposition to new site.

Signal Dept.

Foreman: Mike Dow

Progress:

Mike now has signals working in both directions on the hill from the Depot and beyond Switch #6.

They actually indicate stop and approach as affected by trains in the blocks along the line.

This adds a lot of realism to our operations, and provides an extra measure of safety beyond our radios.

Trains for Diesel Days 2004 were actually released and spaced out from the Depot yard using the semaphore on the hill block for control. WOW!

Plans:

Mike and his signal helpers plan a major wiring update for another one of the relay cabinets near Switch #6.

Thanks to ...

Jim Eggleston for beautifully mounted New York State 1888 Railroad map.

Dick Ryon for DL&W tin bucket heavy duty – for our section gang water boy.

Rand Warner for two types of electronic metal detectors for locating underground objects.

Bob Mader for making up wood wedges for raising ties and switch timbers.

Dan Waterstaat for rounding up parts to rebuild battery charger for EK #6 loco.

Kevin Klees for donating the proceeds from the sale of his pickup truck to the Chapter. This cash was directed toward several worthy funds.

Kevin Klees for donating several pieces of new tooling for the metal-turning lathe. The lathe is nearly complete, and now is equipped with a good set of tooling.

Displays, Displays

by Rand Warner

Chris Hauf is really cruisin'! It's just one great display after another:

The new Diesel Days 2004 display for the Depot.

The Subway Car #60 display in the Depot.

The Historical Construction Equipment display at the Depot.

The beautiful layouts in the glass cases in the DL&W baggage car.

The elaborate displays just completed in the MDT reefer.

The time table displays in the DL&W baggage car.

Our Web Page display for the world to see on the Internet.

All these displays are very professionally done. They really add a lot to the quality of our Museum, and to the depth and breadth of our Visitor Experience. Keep up the great work, Chris!

Engineering Department

by Rand Warner

We now have a very complete set of surveying equipment to support track, switch and curve layouts, building foundations, roadways, sewers and drains projects, etc.

Transit and stadia rods and plumb bobs

Level and elevation rods

300', 100' 50' and 25' tapes

Fluorescent marker tapes

Mason's string line and level

Upside down paint spray cans

Engineer's sledge

Wood survey stakes

Steel form stakes

Precision 4" mapping compass

Precision engineer's hand levels.

We hope this equipment will be put to good use on our many projects. See Jim Johnson or Dale Hartnett or Joe Scanlon if you need to use any of the above equipment.

School #17 Model Railroad Program

Coordinator, Rand Warner

By the time you read this, School #17 at 158 Orchard Street will be back in session and our Lionel size model railroad group will be operating on Friday afternoons from 2 to 3 PM.

We will have about six enthusiastic 3rd, 4th, or 5th graders working with us. They help with construction, scenery, wiring, kit building, and operations.

Last year we expanded to larger quarters and a larger layout permitting three trains to operate. We also added operating accessories and operating cars.

This year we want to expand the interactive operating accessories for our students to use and enjoy.

We also want to add night time house lights and street lights.

This program is giving the kids in Monroe County's poorest school district and neighborhood something to remember as they participate with us in learning new skills and teamwork.

Call Rand at 425-8587 if you would like to help out.

Track & Right-of-way

Supt.: Randy Bogucki

Progress:

Ties being replaced at BOCES crossing just before S-curves by Randy, Mark Pappalardo, Duncan Richards and Co.

Switch timbers all sorted and labelled for Switches #7 and #8 by same gang.

Quotes solicited and received by Rand Warner for contract use of tie inserter/remover with operator.

"Real-time" measurement and support to trackage for Diesel Days provided by Randy Bogucki and RIT section gang.

Gage rods procured by Rand Warner and John Redden.

Plans:

Get more quotes on new ties to support large scale replacement program.

Get high rail boom dump truck into shape to spread ballast on main line.

Get quotes for another main line surfacing program.

Continue efforts on Switches #6 and #7.

Track Car Operators and Depot Guides needed for September and October.

Also, Volunteers to assist with the Fall Foliage Train Operations.

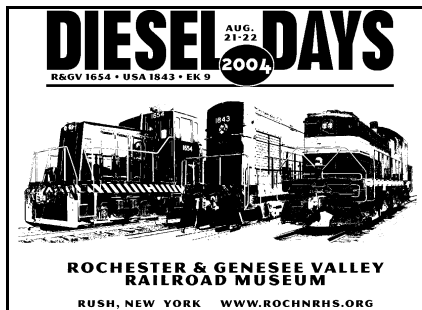
Your assistance would be greatly appreciated!

An Army in Yellow

by Chris Hauf

For the fifth year in a row, a special Diesel Days TRAIN CREW t-shirt was offered and volunteers were asked to wear their new shirt or one from their possibly growing collection for the event. These shirts are a very important part of the visitor experience since it makes all of the volunteers very visible and makes us all look like a team. Thanks to all of our volunteers who have both been willing to purchase and to wear their shirts for Diesel Days. It is much appreciated.

Thanks again to Otto Vondrak for turning photos by Chris Hauf into another great t-shirt design for the shirt back, thanks to Chris Hauf for handling the ordering and distribution of the shirts, and thanks to Depaul's T-shirt Factory for making up our shirts on time again.



And you didn't get a chance to buy one? You have one last chance. Chris Hauf is going to place one more order at the beginning of October, but he will only be ordering shirts for people that have requested them. If you would like a shirt, they are \$10.00 each if you pick them up or \$14.00 for the first shirt and \$10.00 for each additional shirt up to 4, if you would like them mailed to your. So please contact Chris (crhauf@frontiernet.net; 381-8583) if you

Dennison 2004 Show Successful

Even with unfriendly weather, a lot of steam locomotives, diesels, and FANS who braved occasional rain showers generated a great event. The event was put together by Ohio Central. The equipment was clean, just like it came from the paint shop.

Jim Edmonston, editor of *Headlight & Markers*, attended the first day of the three-day event and reviewed the activities in the July issue. This is the monthly newsletter of the Cincinnati Railroad Club, Inc. The issue will be on file in our library.

Wood Workers of the World unite

We are greatly blessed at R&GV RM with a lot of wood working talent. You can see the fruits of their labors everywhere you look:

Subway Car 60 windows; WAG Plow; NYC Crossing Shanty; Steps to MDT car; REhab of RL&B 206; Rehab of BR&P caboose; LVRR push car rehab; Replica freight boxes; Rehab of track cars; Erie Stillwell windows

Thanks to our accomplished experts:

Charlie Marks, Jesse Marks, Dave Luca, Chris Hauf, Dan Waterstraat, Mob Mader, Bernie Cubitt, Tom Rohatsch.

And we have more standing in the wings: Bob Fitch. Who else??



This is the recently constructed stairs and platform to the DL&W baggage car by Tom Rohatsch and associates.

Another set was recently installed at the entrance to the MDT reefer car. These two cars face NYS Route 152 and are in semipermanent location. [Chris Hauf photo]

2004 Railway Heritage Grants

Twenty Grants given for \$32,000; close-by organizations receiving grants:

Central NY Model Railroad Club & Historical Society, Elbridge, NY; \$1,000 towards restoration of Skaneateles Junction station.

NYC System Historical Society, Erie, PA; \$2,000 towards completion of digitalization of over 3,000 drawings.

Wanted

- Crusher Run #2 crushed stone
- Railroad ballast #3A crushed stone
- Good relay ties 6" x 8" (or 7" x 9")
- Good relay switch timbers 6" x 8" (or 7" x 9")
- Tie inserter/remover
- Ballast regulator
- Wheel chocks for heavy equipment
- Rail skates for railroad equipment
- Good skid steer loader
- Good flat bed boom truck
- Floor sweeper head for conventional vacuum cleaner for Excursion cars

Construction Division

Bay City Days

by Joe Scanlon

A few of the regulars showed up on the Saturday before Labor day, fired up a couple of our Bay City machines, and moved some dirt.

First John McDonald used the Caterpillar D7 bulldozer to level a working pad to put the crane on. Then John and Joe Scanlon got the Bay City model 65 dragline operational, and walked it over to the pad. Then John loaded our ex-Army 5-ton dump trucks (Fred and Barney) driven by Charley Harshbarger and Dan Waterstraat with the dragline. It made quite a memorable sight!

Then Joe Scanlon fired up his model 38 Bay City shovel front and loaded trucks with it.

It was definitely a Bay City day!

The Federal is on the mainlines!

David and Janet's gorgeous Pullman, the "Federal", is now on the Class 1 railroads.

You may get a glimpse of its passing through Rochester at these times (provided Amtrak is on time!)

September 10: at 10:47a.m. on Amtrak #286, the *Maple Leaf*.

October 4: at 8:03a.m. on Amtrak #48, the *Lake Shore Limited*.

Dave and Janet have spent many years restoring this private car, constructed in the 1910s, and used by the Pullman Company as a rental car. It is up to Amtrak standards, so now they are able to enjoy their hard work and accomplishments.

CSX is shedding trackage

Over the last several months, CSX has been selling or leasing rail lines to other operators. They desire to trim 1,200 miles for its 23,000 mile system this year.

They leased (other reports say 'sold') the former PRR line between Crestline, Ohio and Chicago, plus some connecting branches, to RailAmerica, Inc. (Editor's home territory. RA has since repaired a street crossing that city officials for years have complained.)

They are in the process of conveying a route between Richmond and Clifton Forge, Va. to Buckingham Branch Railroad. [*Turntable Times*, August 2004]

Private Rail Cars to Salt Lake City

The St. Louis Chapter, NRHS will be hosting an eight-day trip through the Rocky Mountains to Salt Lake City using their own private railroad cars on Sept. 24–Oct. 2, 2004. The *Cimarron River* is a Pullman sleeping car; the *Mohave* is full lounge car. Fares range from \$1,280 to 2,560. [*The Gateway Railletter*, Sept. 2004]



For the last few months, we have been experiencing late delivery of *The Semaphore*.

In the past, we could expect this newsletter to be received locally within four days after depositing at the local mail center.

For the August issue, most issues were received on Saturday, 21st, AFTER the Thursday meeting on August 19. It was mailed on the 10th. Yet, one copy was received in Syracuse area on or before the 14th. Go figure!

Some other non profit organizations have experienced similar service. No wonder why they solicit e-mail addresses to facilitate contacting their members. Not only saves on postage, but printing and paper costs. (Personally, I prefer holding "paper" than stressing my eyes reading a computer screen.)

With the last issue, with many pictures, I hoped to master "telling" the computer how to convey my instructions to the Xerox copier/printer. After several hours and every conceivable output but the desired one, went to the copying mode—hence, lower quality photos. Fingers are crossed for better luck for



Shows, etc.

Sept. 19: Annual Train Extravaganza at Utica Union Station. Sponsored by Utica and Mohawk Valley Chapter, NRHS (Ed. This makes a nice trip by Amtrak.)

Sept. 25: 10th Anniversary of Ontrack in Syracuse. Operation started Sept. 24; Three activities planned.

Sept. 25: The Niagara Frontier Chapter is scheduled to travel between Geneva east-bound to Auburn on the old Auburn line, operated by Finger Lakes Railway.

Oct. 9: Lakeshore Railway Historical Society is sponsoring the "Allegheny Valley Fall Foliage" tour. Includes bus tour, Pennsylvania Trolley Museum in Washington, Pa, and Kiski Junction Railroad.

Oct. 16: Lyons Lodge, Lyons, NY sponsors an excursion on the old NYC Himrod to Watkins Glen and back; 30 miles round trip. Two trips: 10:00 am and 2:00 pm. Tickets: \$15.00 per passenger; under 2 is free. Boarding is in Himrod. Rail line operated by Finger Lakes Railway Corp. Contact: Rick Wunder, (315) 946-4844.

Oct 16 & 17: 150th Anniversary of the Syracuse, Binghamton & New York Railroad. Excursion trips between Binghamton and Syracuse. Info: 315-488-8208 or cynrhs@aol.com.

Oct. 24-25: Fall NRHS Director's Meeting at Utica.

Oct. 24: RIT Fall Train Show, 10-3:30, Rochester Institute of Technology Student Union, Henrietta, NY. \$3, General Admission, \$2, Senior Citizens, Students with ID and children under 12 - Free. Latest info on their web site:

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? 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!!

? Why were many railroad stations and structures before 1910 constructed with 'board and batten' siding rather than clap board? Send answers to the Editor; addresses on Page 8.

Back in 1931 —

End of Sodus Bay Railroad Line Planned

Passenger Service to Be With drawn on July 20, Officials Announce

Stanley, July 5 - Notices have been posted in the waiting rooms at stations on the Sodus Bay branch of the Pennsylvania railroad announcing that, effective July 20, passenger service between this village and Sodus Point will be withdrawn on train 8428, leaving Sodus Point in the morning and arriving at the local station at 8 A.M., and train 8425 leaving at 2:20 P.M. for Sodus Point.

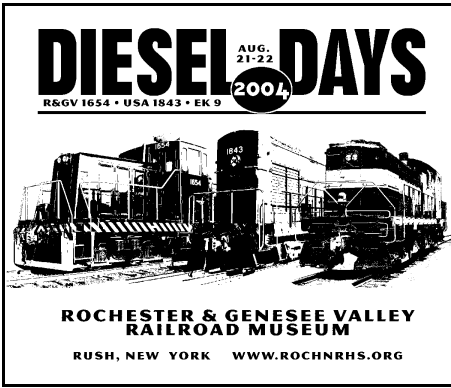
Sunday trains 8402 and 8411 between Elmira and Williamsport also will be withdrawn on this date, effective July 19. The time of Train 8405 for Canadaigua will be advanced 12 minutes, making the time here 7:15 P.M. This train will arrive in Canadaigua at 7:37 instead of 7:50 o'clock.

Since 1924 a gasoline car was substituted for steam train service but has been operated at a loss of more than \$4,000 per year. Four trains operated over the branch until about a year ago, making two round trips between Sodus Point and this village, but this service was cut down to one round trip about a year ago.

It is not decided yet how mail for the towns on the branch will be handled, which include the towns of Seneca Castle and Orleans, but it is believed that a star route will be operated from some nearby post office to service this town.

Old time residents here today related how a quarter of a century ago four passenger trains were operated over the Sodus Bay and during the summer months many excursions were run in order to accommodate the many patrons who visited the summer resort of Sodus Point. The individual-owned automobile is blamed for the loss in passenger revenue. The "Toonerville," as it is familiarly known, will sing its swan song when it leaves the local passenger station on Saturday, July 18, with "Joe" Harris at the throttle and Clarence Mason as conductor.

[From Rochester *Democrat & Chronicle*, July 6, 1931; researched by Richard Palmer; by John Stewart.]



p NKP 79 in static display.

{ Visitors loading Erie caboose with USA 1843 as power.

t Visitors loading on PC transfer caboose.

u A visitor reading plaque for LV 211 on display with engine doors open.



The above photographs were selected from about 60 taken with a digital camera by Ralph Parker. Ralph was on his first visit to the museums, and was impressed, to the extent that he picked up membership information for both NYMT and the Chapter.



In their Diesel Days Train Crew t-shirts, Joe Werner, Randy Bogucki, Jessica Stallone and Ryan Kane ride up to the boarding area on Sunday morning to get ready for the day's events.

(Three photos and captions by Chris Hauf)

Giving people the cleanest view we can afford, Dale Hartnett does some window cleaning on USA #1843.

With John Redden at the throttle and Steve Huse as conductor, USA #1843 heads into the Diesel Days boarding area on Sunday morning prior to museum opening.

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

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

Chapter Meeting & Program:
Pennsylvania
Railroad
Elmira Branch
by Bill Caloroso
8:00 PM
Thursday, September 16, 2004
40 & 8 Club

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: Tuke

Vice President: Dale Hartnett

Treasurer: Dave Luca

Recording Secretary: Dave Peet

Correspondence Sec.: Chris Hauf

National Director: Bob Miner

Trustees: Randy Bogucki, John Kernan,
Bob Mader, Harold Russell, John
Stewart, and Don Wawrzyniak.

The Semaphore Staff:

Editor: Gale Smith

Printing & Mailing: 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/>
