



The Semaphore

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

June 2005
Volume 47, No. 10

Program for June 16:

Hop Aboard!! Enjoy OUR Railroad - Guests Welcomed!

For the months of June, July and August, we meet at the Industry Depot where we can ride on various pieces of equipment that our Motive Dept. assemblies. Commences at 6 PM.

This is an excellent time to invite friends and any 'railfans' to join us -- they may then join the Chapter!



On May 23, the former Spencerport Rochester Lockport and Buffalo interurban depot, freshly painted and with a new roof, sits on a trailer waiting for its grand parade down West Ave. to its new location by the Erie Canal near where it originally resided. It looks great and Bernie Cubitt and crew should feel real proud of their work!

Future Programs

Sept. 15: TBA

Oct. 12: *New York's Bridges* by James Stewart

Nov. 17: *Rochester Transportation* by Donovan Shilling

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:30 PM

Monday, June 20

Library Phone: 872-4641

2005 Capital Fund Drive - Update

by Dave Luca

The 2005 Capital Fund Drive Committee reports that the drive slowed in the month of May. We would like to report that the Chapter received \$1,200 in dollar for dollar matches from three donors. The status of the fund drive, as the month ended, stood at \$10,300. This month's gain of 1.67% means that we have reached 14.31% of our goal of \$72,000. Our hope was to reach our goal by the end of October. To reach this goal we will have to raise \$12,340 per month over the next 5 months. The 2005 Capital Fund Drive Committee thanks you for your generous support of our Chapter.

New Chapter & Museum Websites

By Mike Roqué mike@tsny.com

We've recently launched two new websites; one for the Rochester Chapter NRHS, and a brand new site just for the Rochester & Genesee Valley Museum.

As more and more people learn about our organizations via our website, it becomes increasingly important for us to present not only a professional appearance, but also an integrated one. The two sites share the same new, professional-grade design, but have different color schemes for easy identification. Separating our on-line presence into two distinct, but stylistically-related sites should help promote both of our high-quality brands yet still deliver a unified visitor experience.

If you take a look around the web at other NRHS Chapter web sites, you'll find that few, if any, have a professionally-designed site. This is understandable, given that NRHS Chapters are non-profit organizations. However, by deploying high-quality websites for our chapter and museum, we can separate ourselves from the masses, just as we have done with our unique artifact collections and railroad operations. Our visitors will equate the high quality of our web sites with a high-quality operation worthy of their time. This should translate into in-

creased exposure for the Chapter and increased visitorship for the Museum.

Visit the new sites and see for yourself!

Rochester Chapter:

<http://www.rochnrhs.org>

Rochester & Genesee Valley Railroad Museum:

<http://www.rgvrrm.org>

About Mike Roqué

Mike Roqué is a professional web designer originally from the New York City area, but now permanently located in Rochester. He is a member of the Rochester Chapter NRHS, an active member, the webmaster, and a past president (2001-2003) of the RIT Model Railroad Club (<http://www.ritmrc.org>), and the webmaster of RAILROAD.NET, a highly popular railroad enthusiast community (<http://www.railroad.net>). He holds a BS and an MS in Information Technology from

Remember Roofing Days: June 24 & 25

There is still time to sign up for the Passenger Car Roof Repair project for Friday and Saturday. You don't need to climb; plenty of ground work! Food, good fun and even a caboose sleeper will be available.

Contact John Redden at: 388-9124; ejredden@frontiernet.net.

====\$10,300>

\$72,000!

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Track Car Operator Schedule

Date	Operator A	Operator B	Operator C	Primary Car
June 12	Bob Achilles	Bob Moore	Dave Mitchell	TC-3
June 19*	Joe Werner	Ira Cohen	Dave Peet & Bob Mader	TC-1
June 26	Greg Harris	Bob Fleck		TC-3
July 3^	Phil McCabe			TC-3
July 9 (Sat.)	Phil McCabe	Randy Bogucki		TC-1
July 10	Bob Moore			TC-1
July 16 (Sat.)	Steve Huse			TC-3
July 17	Harold Russell			TC-3

* Father's Day/Caboose Day; ^ Holiday weekend

Qualified Operators Please Note: Pick a date that you like, then contact Harold Russell to be put on the official schedule. Harold's e-mail address: haroldrussell@juno.com.

Membership Chair Resigns

Janet Dittmer, our Membership Chairperson has submitted her Letter of Resignation. For six years she has faithfully stepped in to fulfill this important function. We thank you, Janet, for a super job with dedication!

This Position must be filled NOW!

Please contact either Jeremy Tuke, 359-8944, or Janet Dittmer, 288-0318.

Membership Report

Janet Dittmer, Chairperson

Welcome to this new member:

John Spanganberg

19 Fallbrook Circle

Rochester, NY 14625-1632

Interests: Trips, Museum tour guide; Library; Publications; Historical research; Museum operations; Track car driver. Also interested in prototype model railroading: LVRR.

Address change:

Jeff and Karyn Carpenter

23 Longhorn Dr.

West Henrietta, NY 14586

334-8852

Late renewal:

James and Joy Lethbridge

5816 Walnut Dr.

Farmington, NY 14425-9621

585-398-2259

Please add these to your roster sent to you earlier.

Depot Guides Schedule

Date	Guide #1	Guide #2
June 12		
June 19	Mike Root	Lynn Heintz
June 28	Bill Benzing	Dave Luca
July 3		
July 10		

It is desirable to have TWO guides for each Sunday. Please consider when you would like to serve and contact Dave Peet at: davepeet97@frontiernet.net.

Please Note ...

We have several vacancies in the Depot Guide and Track Car Operator Departments. This is not a desirable situation if it extends further into the season. Please volunteer a date, rather than have the coordinator call you

2005 Chapter Rail Tours

Fall Foliage Tour by Rail:

Boston, Portland and the Maine

Coast; Oct. 6 - Oct. 10 (5 days, 4 nights).

Visit Boston, Portland, Freeport (shopping at L.L. Bean), Kennebunkport, Trolley Museum.

The Pre-Christmas Tours:

Dec. 1 - Dec. 3 (Thursday-Saturday) &

Dec. 9 - Dec. 12 (Friday-Monday)

Off to the "Big Apple" for the famous Christmas Show at Radio City Music Hall, and shopping.

If interested in any of these trips, make reservations with Jim East. His phone is 585-377-5389. Space still available.

Election Results

The three candidates for election to the Trustee post were: Robert Achilles, Mike Roque' and Don Wawrzniak. In a very close election, Achilles and Wawrzniak were elected. That we had three candidates is encouraging in developing interest in Board participation.

Our thanks to Mike for his participation, and as you will see elsewhere he is active in promoting the Chapter via websites as well as actively participating at the Museum.

Special Events at the Museums

June 19 (Sun. - Father's Day)

"Caboose Day" - Ride one of several cabooses from the Rochester & Genesee Valley Railroad Museum.

July 12 (Sun.)

"The Return of Casey Jones" - The restored Rochester Subway "Casey Jones" will be demonstrated at NYMT.

August 20-21 (Sat. & Sun.)

"Diesel Days" - Several of the six diesel locomotives will be in operation for visitors to ride either on the locomotive or a caboos.

October 30 (Sun.)

Last day of Joint Operations. Track car rides end. The NYMT remains open from November through April on Sundays.

Contributors to this issue

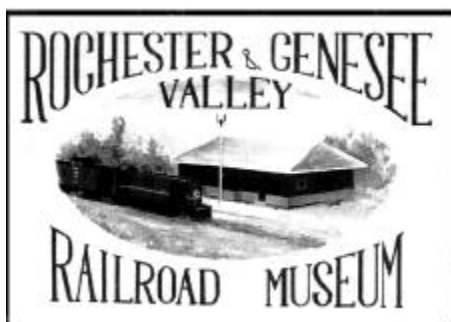
Janet Dittmer, Bob Fitch, Dale Hartnett, Chris Hauf, Chris Hausler, Tim Holden, Kevin Klees, Dave Luca, Dave Peet, John Redden, Mike Roque', Harold Russell, Joe Scanlon, and various publications as indicated.

Membership Rates:

National + Chapter membership: . \$40
 Above as Family membership \$50
 Local* \$20
 Local as Family*..... \$27
 (* Holds National membership elsewhere)
 National only \$20
 National as Family only \$23
 Subscriptions only:\$10*

Young Railfans Dates:

Sat., June 18 10 AM-3 PM
 Sat., July 23 10 AM-3 PM
 Sat., July 30 10 AM - 3 PM
 Males or females ages 14 to 21 are invited to join this group. Contact Dale Hartnett at 585/243-0139; dhartnett@rochnrfs.org.



MUSEUM MUSINGS

My friend Don couldn't wait to tell me about the great trip he had made to visit family in Boston. Along the way, Don and his wife had spent two days at Mystic Seaport in Connecticut.

What I found interesting about our conversation was what Don said and what he didn't say about his "Mystic experience."

Other than mentioning that the museum now had four ships, he really didn't expound on their collection.

What impressed him enough to visit for two days were the interpretive exhibits.

Don was intrigued by the story of how barrels were used on a whaling ship. As the guide gave the brief talk about barrels, he dismantled a barrel and put it back together in front of the visitors. He described how the barrels were sometimes dismantled and stowed away when empty to make room for hauling cargo, their parts numbered so that they could be reassembled or have replacement parts made.

Don told of the brick fireplaces on the decks of whaling ships, used to boil whale blubber to extract the oil.

And there were stories of seamen who spent more than four years on the high seas not getting paid when they reached port because the ship's owners had not sold the oil gathered on the trip. If the price for whale oil was low, the owners would wait until the price recovered before selling. In the meantime, the penniless seamen had to sign on for another whaling run because they were destitute.

People bring museums alive. People demonstrating crafts, telling stories and letting visitors in on the "behind-the-scenes" details of a place or time far away create the memories that visitors talk about.

We have made some progress in this area. I suspect there is much more that we can do.

What skills, stories and details should we

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

share with our visitors? How can we get them to talk about our "railroad experience" the way Don talked about his "Mystic

Motive Power Update

by John Redden

General

Last month, your humble correspondent failed to get an article ready in time for the May issue of *The Semaphore*. Our apologies to the editor and readers of this newsletter. This month, we'll cover two months' worth of progress on our locomotive fleet. So the article will be a bit longer than is normal. We hope that you find it informative and enjoyable.

Gasoline Locomotives

Plymouth Gasoline Locomotive:

Our Plymouth crew, led by Kevin Klees, continues to concentrate on the drivetrain components of this locomotive. Installation of Kevin's newly-manufactured speed selection gear rack was completed. This rack is truly a thing of beauty, and was built from "raw" stock by Kevin. After considerable effort, the large drive wheel was separated from its engine coupling. This job was completed thanks to Kevin purchasing, at his own expense, a very heavy-duty wheel puller. Once the parts were separated, it allowed for the inspection and cleaning of the shaft bearings. Amazingly, these 80 year old bearings are in very good condition, and will be reused. Only a few more repairs, and some cleaning are necessary before the restored Buda engine can be re-installed into the locomotive.

Kevin has also removed and disassembled one of the roller-bearing axle bearings, and found it to be in serviceable condition. He will continue with the remaining three bearings in the near future.

TrackMobiles

Norm Shaddick, Bob Mader, and Rand Warner serviced the TM-1 TrackMobile's fuel system. They found some water in its fuel tank, and this was drained. They were subsequently able to get this TrackMobile running again.

Steam Locomotives

New babbitt piston rod packings for the Heisler have been cast from a pattern that was made by Kevin Klees. Thanks to Dave and Gene Redden for a free supply of babbitt for this job. The throttle valve from the Heisler was finally removed from the steam dome, allowing easier access for interior inspections of the tank. This job entailed the removal of some very stubborn pins and packing glands.

John Redden disassembled the Heisler steam charging valve, and cleaned-up and primed portions of this valve.

"Thank you" to Lynn Heinz for donating his Father's steam packing tool set. These tools will certainly come in handy whenever we need to disassemble, or assemble, any steam joints that include packing.

Our Steam Team continues to meet on the first Saturday of the month, at the Depot, at 9:30. Anyone with an interest in our Steam Program is invited to attend.

Diesel Locomotives

Norm Shaddick did a number of preventative maintenance tasks on the Fairbanks-Morse H12-44 locomotive #1843. He drained the fuel sump, and lubricated a number of points on the locomotive, including the main generator, the auxiliary generator, and the truck center bearings. Matt Glogowski did a thorough cleaning of all of the cab windows on the 1843. Charlie Harshbarger and Norm serviced the batteries. Finally, at the end of May, the team of Norm, Charlie, James Johnson, Mike Dow, and Mike Roque performed a pre-lube and start-up of the 1843.

Mike Dow and Randy Bogucki prepped our largest locomotive, the 211, late in May, and this unit was successfully started on 28-May. Thanks to Mike and Randy, as well as Jim Johnson and several other assistants, the 211 is also now operational. Mike and Jim later inspected the 211 for low voltage grounds.

Work continues on a new fuel tank for the 79. Kevin Klees turned a new plumbing fitting on our big lathe. John Redden cleaned up and painted the new fuel tank, and also

(Continued on Page 4)

Motive Power *(Continued from Pg 3)*

cut out a portion of the diamond-plate decking, in order to give the new fuel tank a good solid mounting location. He also did a lot of rust removal, and touch-up priming all over the hood and railings on the 79.

A power-resistor bank was removed from the 1941 electrical cabinet. This will allow for refurbishment of the floor of the cabinet, as well as the resistors themselves, and this will lead to the eventual re-installation of the recently restored cabinet doors.

Rand Warner resumed where he left off in the Fall of 2004, preparing and painting the exterior of the EK-6. He has gradually moved upward, and is now working on the various parts of the frame and deck of that unit. Dick Holbert diagnosed and corrected a power supply problem for the radio on this unit.

Thanks to all of our dedicated Motive Power volunteers, whose countless volunteer hours, and many varied talents, allow us all to enjoy our large fleet of locomotives.

Thanks to Norm Shaddick and Kevin Klees for contributing to this article.

Machine Shop Update

by Kevin Klees

The large floor standing drill press that was purchased in February, has been disassembled and moved from the previous owner's shop on Chili Avenue, to our Restoration Building. Thanks to the recovery team of John Redden, Ron Amberger, Jeremy Tuke, Kevin Klees, and Paul Bohem for making this happen. This machine will allow us to drill very large holes, into much larger work pieces, than we have previously been able to do. On the "United Way Day of Caring", volunteers John, Kevin, and Jim Schmitt prepared a foundation of gravel, paver blocks, and sand, and moved the drill press base to it's new home on the west side of the building. Thank you to Jeremy for alerting the Machine Shop volunteers to the availability of this new tool.

A three-horsepower, single-phase AC - to - three-phase AC rotary converter has been ordered. This will allow us to power the Bridgeport milling machine, the surface grinder, and the drill press, with some room for expansion.

A recent check shows that the machine shop has made parts for 10 different restoration projects with two more jobs coming in. This will make a even dozen restoration projects that were accelerated with our machine tools.

↗↗↗

The Plymouth restoration has reached a big milestone, with over 100 new parts fabricated.

All of the parts that we have made, were done because no commercially manufactured replacement parts were available. We believe that our machine shop is already paying great dividends to the Museum.

A Left Hand vs Right Hand problem

"The City (of Schenectady) automatically foreclosed on the Amtrak station at 322 Liberty for a \$178.62 1993 water bill Amtrak did not pay. The water bill eventually became a tax lien and the station was placed on the foreclosure list. The city took possession of the station in April 2001. However, the city was not aware that they owned the Amtrak station until this year. It should be noted that Amtrak did not know the station had been foreclosed. Since the station was exempt from property taxes, the city attorney was unaware of the ownership of the station. There is some legal question whether a city can take title for property owned by the federal government. In early February the city council approved legislation to give the deed back to Amtrak." [*Schenectady Gazette*, March 19, 2004 via *The Bulletin Railroad Station Historical Society*, March/April 2005.]

[Remember about twenty years ago, when the County of Monroe foreclosed on a section of the beach at Durand Eastman Park and it was sold to a private individual? It took a while to straighten that one out!]



Charles Marks and Dale Hartnett do 'KP' duty at the conclusion of another successful Young Railfans Breakfast on May 7.

Newark Passenger Equipment

by

*Dave
Luca*

Progress:

It's hard to believe that its June and our Wednesday Newark work sessions have been taking place for a month. So far, volunteer assistance has been very light. Vandalism has been heavy though and we have spent most of our time securing and fortifying the cars. Bob Miner has been busy checking on the status and condition of the cars and covering the windows on the power car.

Dale Hartnett has prepared a window workstation in the Erie Stillwell car at Industry for people that want to help out with the passenger cars but cant go out to Newark. The window modules are disassembled, the frames are reconditioned then new outer polycarbonate glazing is applied and the modules are reassembled. Contact Dale if you would like to assist.

Dave Luca has been removing the window modules from the cars and transporting them to Industry and preparing the window openings on the cars. Plywood protective covers are also being made to cover the openings where the windows have been removed.

Plans:

- ? Continue prepping additional windows for glazing replacement.
- ? Finish diaphragm installation.
- ? COT&S the brake systems on three of the cars.
- ? Clean, check water and repair the batteries on all cars.
- ? Clean, repair and paint the interiors of all cars.
- ? Replace pedestal liners on three of the cars.
- ? Perform passenger truck tune up on all of the cars.

Work Sessions:

Newark work sessions are every Wednesday from 1:00 PM until sundown starting in June. Industry sessions can occur through out the week if you have keys. Dale will be present on Wednesday evenings from 6:00 PM until he decides to leave.

If you can help out but these days and times don't work for you, please call Dave Luca at 288-0318.

(Also see "Windows Hospital" on Page 5)

Construction & Equipment

by Joe Scanlon

The weather hasn't been totally cooperative, but we still have managed to make some major headway at the museum since last month.

The Gradall ditcher has been put into operation, thanks to Art Mummery's handiwork. The tiny ATC bulldozer has been put into operation and used by Dave Luca to perform grading work around the restoration building.

The Northwest truck crane reported in last month's *The Semaphore* has been made operational, the boom put together and the hoist cables rigged up for liftcrane service. It has been relocated to the North end of the restoration building and was utilized to provide heavy lifting service to assist in the dismantlement of Vitale Construction's Koehring 505 excavator. The Northwest was put together by Art Mummery, Scott Gleason, Dan Waterstraat, John McDonald and Joe Scanlon. Art Mummery drove the crane from the equipment yard up the hill. John McDonald expertly performed the crane operator duties to assist Larry Van Allen with the dismantlement. Dave Luca, Scott Gleason and Dan Waterstraat helped with the dismantlement.

By putting this team and our equipment to work with Vitale's representative, we made quick work of removing the 50-ton excavator from the cut area North of our building. Now we can put our plan in motion for the Big Dig 2005, which will result in yard tracks into the North end of the building later this year!

Come out for the summer meetings and watch the progress, or come out Saturdays and Tuesday evenings and join in the fun!

Windows 'Hospital'

The Stillwell Car is being used to refurbish the windows from the Excursion Train. **Work sessions are on Wednesday evenings at Industry. You are invited!**

(Also see "Newark Passenger" on Page 4.)

Daughter of former ALCO President dies

Mrs. Helen Miller Snipes, a resident of Canadaigua, died April 14, 2005. She was very proud of her parents, Cora and Sherman Miller. Mr. Miller was President of American Locomotive and the design Chief of the Big Boy steam engine.

Thanks for Mary Hamilton-Dann for sending this notice from the D&C.



The Northwest 25 crane was used to scrap Koehring 505 excavator on May 24.

Buffalo's Central Terminal Concourse clock dedicated on May 10, 2005.

This historic clock was removed when the building was stripped of much of its decorations. It was finally found at an antique dealer in Chicago. It was subsequently purchased and restored to working order.

It will be featured on tours of the Terminal scheduled for June 12, July 16, August 21, September 18 and October 8 from 11 AM to 1 PM. [*Empire State*]

Day trip to Galeton, PA: July 3

A one-day (8 AM to 6 PM) to the Bark Peeler's Convention at the Pennsylvania Lumber Museum is planned for Sunday, July 3. We will car pool; expenses are admission, lunch and share of gas. Contact Dale Hartnett at dhartnett@rochnrhs.org if interested.

"Adapt A Highway" session

In May, our Young Railfans and others scoured a 1/2 mile section of NYS 251 picking up and bagging trash. You should have seen all those orange bags - and tires!

The Chapter recently enrolled in the DOT's "Adapt A Highway" program. In return, two signs have been posted stating same.

Shows, etc.

July 5-9: *National NRHS Convention*, Portland, OR.

July 5: *10-Year Anniversary Celebration*, Steamtown National Historic Site, Scranton, PA. Year-long celebration.

July 17-23: *NRHS RailCamp* in Scranton.

Schedule for Finger Lakes Live Steamers for 2005:

Open House: June 25 & 26; 10-4

Open House: September 24 & 25.

Visit www.FingerLakesLiveSteamers.org for views and map.

Central New York Chapter exploring possible Adirondack RR Trip.

George Reed, of this Chapter, is polling interest in a trip on the Adirondack Railroad, with tentative date of October 22.

With the new Amtrak schedule, it is possible for Rochester people to take Amtrak trains to and from Utica and make connections with the Adirondack train.

Local riders would be responsible for Amtrak fares; the tickets for the Adirondack part would be sold by the CNY Chapter, and would include fares and a lunch.

This is a notice to solicit interest. Please contact Gale Smith at 544-6221; gale299@frontiernet.net, or George Reed at americarailink@twcny.rr.com to express

This is the last installment

The Public and the Telegraph

by **Chris Haulser**

We've discussed the instruments and how the operators used them, but how did the public use it, understand it and react to it. In these days when we all have computers and cell phones and VCR's and ... all using technology about which few of us have a clue, it is interesting to note that when the magnetic telegraph reined as the supreme electrical communications medium few then had a clue either. I mean, what can be simpler than a momentary switch and an electromagnet? However, there are many stories indicating that the public then was as confused about "how it worked" as most of us are about the technology we all use today.

Wiring money, which you can still do today was popular then as it is now. Imagine then someone wanting to wire \$11.76 (money was worth a lot more then) but deciding to make it an even \$12 because either they were afraid the change would get lost going down the wire or because they "knew" the coins wouldn't fit down the wire (now of course the bills could be rolled into tiny tubes and blown down the obviously hollow wire). It happened! There are many examples as well of people wanting to wire "things" to others, from winter coats, to pets, to hot soup. And you thought Star Trek was first with the concept of matter transport. Others thought the telegraph wire was a "tight rope" and that a messenger ran down it carrying the telegrams or that the "harp" sound made by the wind blowing past the wires was an indication that there were messages being sent.

There is a story of a well dressed young woman coming into a telegraph office, taking a message blank and spending some time composing her telegram which she then seals in one of the provided envelopes and hands to the telegrapher. It must have been a quiet afternoon business wise as the telegrapher immediately opened the envelope to count the number of words so he could calculate the "CK" and then start sending the telegram. But before he got this far the woman grabbed the telegram back and yelled something like, "How dare you read my telegram". The telegrapher started to explain that he has to read it in order to send it, but the woman walked off in a huff. Another was not taken in by a telegram from her son asking for money because the received telegram was obviously not in her son's own handwriting. Before the typewriter became popular and

even for some time after, operators hand wrote the received telegrams. Typewriters were not provided by the companies. Telegraphers, if they wanted to use one, had to provide their own.

Although five cents a word doesn't sound like much, when a postage stamp cost a penny and the average hourly wage was a small fraction of a dollar, the general public did not as a rule send telegrams unless it was in an emergency. Classic personal telegrams were in the nature of "Mother very ill come quick" or "Father passed stop funeral Thursday stop can you make it". In the 1930's the practice of sending what were called "books" came into being. Books were an identical message sent to many recipients, usually to advertise something, essentially an early form of what we now call Spam. Now in small towns back then, it seemed everybody knew everybody else and everybody knew the station agent / telegrapher. One telegrapher reported that as he was walking up to the front door of an elderly woman to deliver one of these book messages (How else did you think telegrams got delivered?) he heard a panicked cry, "My God, it's the telegraph operator!". The average person expected a telegram would contain bad news. And as bad news goes, none could be worse than, "The War Department regrets to inform you ...".

Starting in 1914 efforts were made to get the general public to send telegraphic "holiday greetings" on all the usual occasions. Special appropriately decorated message blanks were printed up for these occasions which had an area for the individual to write in their telegraphic greeting. But the genius was that these blanks also had a number of "canned sentiments", appropriate to the occasion, printed on them. All the sender had to do instead was to check the box by the desired greeting and that one would be sent. It seems most folks got "writer's block" when faced with need to come up with an appropriate sentiment, "10 words or less". Of course, that's why greeting cards today usually have "canned sentiments" in them as well. Western Union was still trying to do this around 1950 as a pocket pamphlet I have in my collection titled, "The Western Union Telegrammer" shows. It's a three year pocket calendar for 1949, 50 and 51 and on each page are "suggested sentiments" for all sorts of occasions as well as other tips and reasons to send a telegram. On the back cover is the phrase, "Wire the Good News - nothing gives the thrill of a telegram".

In 1933 George Oslin who worked for Western Union had one of the young woman WU operators call the movie star Rudy

Vallee on his birthday and sing him "Happy Birthday". The entertainment trade papers and others picked up on the story and soon people were calling Western Union asking to send a "singing telegram". George Oslin's management was very unhappy with him, that is until the business started rolling in. The service was discontinued in 1974 but private enterprise jumped into the breach. Today in addition to singing telegrams, you can send "Clown-o-grams", "Bear-o-grams", "Gorilla-o-grams" and of course lets not forget "Strip-o-grams". But what this has to do with telegraphy any more escapes me.

The primary business of the telegraph was business messages. The classic "10 words or less" telegram was sometimes called a "broker message" as they were one of the frequent users. It was said then that the value of the telegraph was not that it was faster than the mails but that it "annihilated time". A businessman could decide to wire a question to an associate in another city and what with telegraph "call boxes" and bicycle messenger services also provided by the telegraph companies, it was not out of the question that he would receive his response within the hour. The magnetic telegraph was the technology which first enabled the successful operation of large, geographically distributed organizations. Of course, the railroads and the telegraph companies themselves were early examples of this structure.

Read more about it! In researching the magnetic telegraph I have read many books and other materials. As Rochester is the birthplace of Western Union, the local history section of our public library has many books and folders on telegraphy including typewritten reports, old newspaper clippings, actual telegraph forms, and more, in its fascinating files. If, however, I had to suggest but one book to read to further ones knowledge about the subject, it would be "The Telegraph, A History of Morse's Invention and Its Predecessors in the United States", by Lewis Coe. Much of the material in this series of articles can be found in this book, and much more. Lewis Coe himself was a telegrapher and so writes with first hand experience. The book was published in 1993 and is still in print. It is an excellent "read".

I hope you've all enjoyed this little "taste of the telegraph" over the last few months. As always, I welcome questions, comments, corrections and new information. But all things must come to an end so I bid you, 73 and 30. **Chris**

Plans are to consolidate all the parts into a booklet.

Memories of the Lehigh Valley Branch to Hemlock

by Tim Holden

Part 1

When the Lehigh Valley Railroad was organized in the latter part of the 19th century, my grandfather was one of the directors, and worked hard to get it to come through Honeoye Falls. He was unsuccessful and the tracks were laid farther to the north, and several hundred feet lower which made it easier to travel to Buffalo from Geneva at which point the rails went south to a terminus in Hoboken. The right of way along a more level route had been taken by the New York Central and Hudson River RR, as well as the West shore RR. which was later absorbed by the New York Central. Incidentally, Honeoye Falls was already served by a branch of the NY Central running from Canandaigua to Batavia.

The main line of the Lehigh did not touch Rochester, either, obviously an attractive market. So the Rochester and Southern RR was formed running south from the Rochester station on Court Street south near East Henrietta, through Cedar Swamp, a whistle stop north of Rush through Rochester Junction where it crossed the main line of the Lehigh. It then continued up quite a slope and over a large trestle above Honeoye Creek to Honeoye Falls, to Lima and the terminus at Hemlock.

To eliminate an expensive turntable for the engines, a Y closed at the top was often used, and there was one in Hemlock as well as one at Rochester Junction. In Honeoye Falls, a right of way through the village was not possible so a closed Y was established outside of the village, with the lower part of the Y extending down between houses located between Monroe Street and Norton Street. Consequently that street was renamed to Railroad Ave. After the disappearance of any railroad, it was recently renamed Norton Street in honor of the man who established the first mill and subsequently the village.

In Hemlock one arm of the "Y" was extended about 2 miles south to Hemlock Lake, then well populated with cottages and two hotels. A large stone pier was built so that passengers could directly board one of the several steamers large and small which plied the lake. The larger steamers needed a pier rather than small docks such as were put out by the cottagers in the spring and taken in the fall. All of this was before the era of gasoline engines.

Passenger service on the Lehigh was frequent, with several trains into and out of

Rochester each day. For one week in the early fall when the Hemlock Fair was in season special trains of 5 or more coaches would run from Rochester to Hemlock. Some of them stopped at Honeoye Falls to pickup passengers.

Most freight car movement from the 1920's on occurred at night using the same engine as was used on the passenger train. Most of the traffic involved coal to Mr. Despard's elevator, gasoline to the Socony wholesaler, an occasional car from Darrohn's seed house, and to Dibbles Seed House, which often had considerable traffic in and out. I don't think that there was much if any "way freight" although there was a platform at the rear of the station at the proper height for putting merchandise onto and off of freight cars. Freight trains usually had one or two "way cars" and were switched to the freight house first thing where freight would be unloaded and out going merchandise would be loaded, all switched by the engines removing or adding them to the train itself. Then the way cars would be added to the train, which would then be on its way. Most of the "way freight" for Honeoye Falls was handled by the New York Central branch.

While steam engines were still in use, the Lehigh had a rather unusual type. It was called "The Mother Hubbard" class. It had the cab midway between the front and the rear. Although I never really knew, I assumed that the part back ~ contained the necessary coal and water carried in a separate tender by other designs. I later learned that this was wrong.

The evening train from Rochester carried a fill baggage car, a smoker for those wishing to smoke, and one or two regular passenger coaches. The evening train came in about the same time that I, as a small boy, would be going to get our milk from up almost at the end of Maplewood Ave. Often in the winter, the engine would have trouble backing up to the "Y" and the main track to Lima. The rails would be wet and very slippery and all of the time, the train would be slowly creeping across Lehigh Street where the station was located. Eventually they were always successful.

The night freight trains usually went directly to Rochester Junction and picked up a whole new set of cars, destined for Honeoye Falls and points south. They would come up from the Junction, stop and take only those cars for Honeoye Falls down the "Y" to be switched into place. When the engine and new cars were re-coupled to the part of the train left on the slope toward the trestle, it was often quite a feat to get the

whole train moving again, especially since it had to continue up a slope to go over another bridge over the New York Central line. Once over that bridge, the going was easier. As a small boy, I would hear the train try to get under way in the middle of the night. Sometimes I thought they would never make it, but in the end, they always did.

By 1933 steam engines were no longer used for short run passenger service. Such service was provided by diesel - electric or gasoline - electric power. The power from the generator attached to the internal combustion engine was connected to the electric motors on the axles of the power cars. The diesel-electric powered cars were apparently more powerful and could pull a much heavier load. The power car had an addition to the engines and generators, and a baggage section a passenger section used for smokers. The coaches used were all lightweight and had maybe 15 or 18 sets of seats.

The commuter train from Hemlock through Honeoye Falls came about 7:00 AM and arrived in Rochester about 7:35. The return trip arrived in Honeoye Falls at 6:00 PM. By the Fall of 1934, this train originated in Rochester and came only as far as Honeoye Falls, where it turned around on the Y and went back to Rochester. A high percentage of the passengers were students and we were more or less a family. As such someone would always stand on the rear platform and watch for latecomers. If one was spotted, the lookout would pull the cord connected to a whistle in the cab and the engineer would stop the train and wait for the almost-too-late passenger to get on board. I remember running the whole length of the platform in Rochester. This platform and the station were built on a trestle over the canal spillway, which runs under the Rundell Library and forms the man-made waterfall into the river.

In preparing this review. I begin to recall special incidents relating to my connection with riding the Lehigh. That is material for another paper.

About Mr. Holden

At the request of Chapter member, Robert Fitch, Mr. Tim Holden has put down on paper his memories of the Lehigh Valley Railroad activity in the Rochester area, particularly from Rochester Junction to Hemlock.

Mr. Holden is in his 90s. It is papers like this that we encourage, as a historical society, to have on record. Thanks Bob for soliciting this interesting bit of history.

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Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 is the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

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