



The Semaphore

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

January 2006
Volume 48, No. 5

Program for Jan 19:

Railroad Stories of Long Ago

by **Michael Rickert**

Mike Rickert comes from a family of lumber jacks, circus clowns, and story tellers. He has been telling stories professionally for 10 years. Before that, he was a Kodak engineer for 29 years. This has impacted his story telling, as his stories have to make sense—at least to him.

He is always behind the curve. His first job was timekeeper when the DM&IR (Duluth Mesabi & Iron Range Railroad built a diesel roundhouse, and switched from steam to diesel. He then joined the Navy and served on diesel submarines. *He even worked at Kodak when they were a film company.* [Editor's italics]

Future Programs

Feb 16: *Mike's Photo Gallery*, by Mike Roque'

March 16: *Member's Slide Night*

Summer Program Ideas Wanted

by *Harold Russell*

At a recent Board of Trustees meeting it was suggested we do something to 'spice up' our June, July and August meetings at the depot. One suggestion was a Chicken Barbecue. If you have any suggestions, please contact Chris Hauf or Harold Russell. We would like to hear from you.

Chapter Library

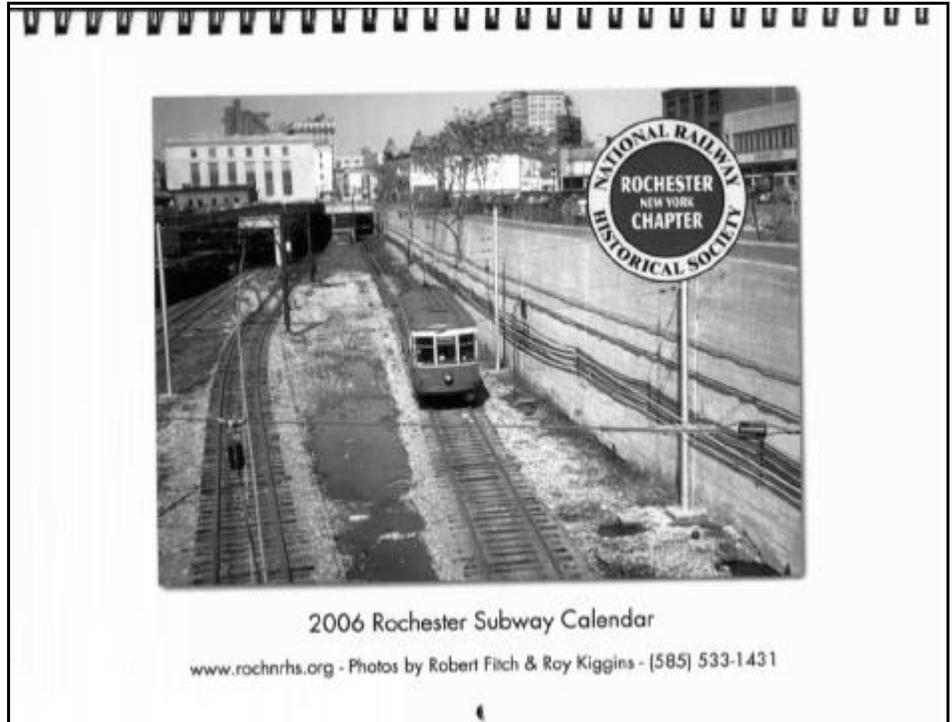
11 May Street, Webster (by OMID Tracks)

Winter Hours in Effect

Hours: 2:00 to 5:00 PM

Sunday, January 22, 2006

Library Phone: 872-4641



2006 Rochester Subway Calendar

www.rochnrhs.org - Photos by Robert Fitch & Roy Kiggins - (585) 533-1431

Chapter 2006 Subway Calendars Now Available!

This year is the Fifth Anniversary of the ending of this famous subway: the last to be constructed in a small city and one of the first to end service. To commemorate this event, the Chapter is issuing this collector's calendar.

The 2006 Chapter Calendar will be available at the January meeting. The supply is limited, so if you can not make it to the meeting, it is suggested that you reserve your copie(s) with Chris Hauf (see below.)

The 2006 Calendar features 12 views, printed in color on heavy paper stock, of the Rochester Subway. Most of the photos, taken by Robert Fitch and Roy Kiggins, were taken in the final days of operation—some on the last day!

The cost is \$15.00 per calendar, plus \$2 per calendar if you want them sent to you. To order calendars by mail, send your check,

made payable to Rochester Chapter NRHS, to: Rochester Chapter NRHS, Attn: Chapter calendar, P.O. Box 23326, Rochester, NY 14692-3326. Be sure to include the address(es) to where calendar(s) will be sent. For additional information, contact Chris Hauf (585-381-8583) crhauf@frontiernet.net.

NYSR History on CD

In the 1920s, *Transportation News*, a company magazine of the New York State Railways, published a series of articles about its street railways and interurban lines. "The History of New York State Railways" covers the horsecar days of 1860s through the creation of NYSR in 1909 and into the 1920s.

Charlie Lowe, of NYMT, has reproduced the complete set of articles on compact disc, adding an introduction and table of contents.

This CD is available for the NYMT's Gift Shop at \$13.99 plus tax. [*Headend*, Fall 2005, pg.4]

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

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Library Report

Charles Robinson, Chairman

The library will be open for general use Sunday afternoon January 22 between the hours of 2 and 5 PM. The library has grown and you are invited to check out a railfan book of your choice.

The shift of the winter working hours to Monday afternoon rather than that evening has worked well. The staff is no longer at the library in the dark of a cold night alone. On Monday afternoons there are others around in case someone slips and falls on the ice and needs help. This change has been a plus for the staff.

Because of the holiday celebrations one of the usual Monday work sessions was eliminated as it occurred right after Christmas. Gale Smith continued with logging in more books and tapes in our collection. Jerry Gillette and the library chairman placed more photos in sleeves and entered them on lists so they could be located more quickly. The pile of books and tapes are noticeably declining.

James McFarlane, a well known collector of electric railway historical materials, is now breaking up his collection and has allowed the library chairman to pick up 26 books as a donation to our library. These cover the interurban trolley lines in Pennsylvania, Canada, mid-West states, and other states further in the West. These are mostly soft cover and not hard cover books. There are also two publications on main line electrifications. Those interested in the inter-urban railways will find some outstanding traction publications.

Hope to see you at that the library on Sunday afternoon January 22.

Contributors to this issue

Harold Crouch, Jim East, Chris Hauf, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Jessica Stallone, and Rand Warner and various publications as indicated.

Chapter's Biannual Rail Trip

See your December issue for the itinerary of the May 7 thorough 25, 2006, escorted Rail Tour to California and Texas.

This trip is also listed on *American Rail Link's* e-mail newsletter To subscribe to this free newsletter, send name, address, railroad affiliation and e-mail address to: americanrailink@twcny.rr.com.

Notice:

The next issue (February 2006) will be the LAST issue of The Semaphore that you will receive if you have not paid your 2006 dues, or renewed your subscription at \$10 per calendar year.

Send your dues or subscription, payable to Rochester Chapter, NRHS to:

Rochester Chapter, NRHS
P.O. Box 23326
Rochester, NY 14692-3326.

Caution ...

... Beware of the **new 4-way stop signs** at the intersection of East River Road and NYS Route 251, which were installed early in January.

NYS DOT found this necessary in an attempt to reduce the number of accidents that have occurred at this intersection.

Harold Russell wants to know

... Was the Lehigh's depot at P&L Junction ever used for passengers? There is no community nearby; Caledonia is to the east a short distance and it had its own depots.

Was this a gloried yard office? Was it used as a transfer point for passengers to the B&O?

Contact Harold at 17 Dover Road, Pittsford, NY 14534-4643; 585-427-9159; haro1drussell@juno.com.

[Editor: One of the many "Official Guides" in our library may give you an answer.]

BYOT Returns

Bring Your Own Trains (BYOT) returns to the New York Museum of Transportation on Sundays through the Winter months and April.

With paid admission (\$3/adult; \$2/student), patrons may bring their HO scale trains (engines and cars) to run on the extensive model HO train layout.

A recently added attraction in the layout room is an N-scale layout of the Rochester Subway. Although still under construction, it is possible to run trolleys from one end (Rowlands loop) to the other (General Motors) with stops along the way.

Membership Report

Jessica Stallone, Chair
585-615-4862, jessy@tsny.com

I would first like to thank all of you who have already returned your membership renewal forms. Over half of you have returned renewals thus far! That is an amazing return percentage and we truly appreciate such a quick response. Furthermore, I thank those of you who have generously made contributions. So far, you have donated over \$1600.00 to the chapter. Your contributions will make the 2006 year as active, if not more active, than 2005.

Next I would like to welcome our newest member, Michael Walsh. Mike is an RIT student from St. Louis. He has a deep interest in steam locomotive operations and restoration. He is also interested in museum and track car operations. He has come out to the museum to volunteer many times already.

Lastly, your 2006 membership cards will arrive sometime in January or February.

Welcome to this new member:

Mike Walsh

444 Kimball Drive
Rochester, NY 14623
Mrw5390@rit.edu

Mike is a member of the RIT Model Railroad Club and has helped at the Museum several times.

His interests are Rolling stock restoration, Museum and Track Car Operations.

Temporary address (Jan. 1 to April 30) for:

Dave Luca/Janet Dittmer
1633 E. Lakeside Dr., Apt. 131
Gilbert, AZ 85234

480-632-7394 (Remember there is a 2 times zones difference. E-mail address stays the same: daveluca @frontiernet .net.

Combined, Chapter & National dues

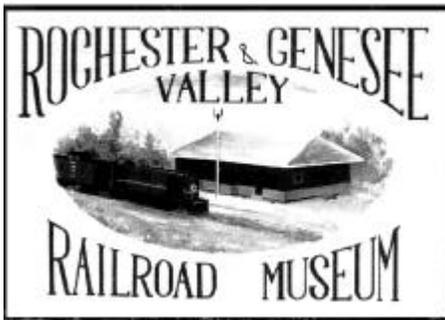
Regular: \$42.00

First family member: \$7.00

Additional family members: \$4.00 each

Local member: \$20.00 (Primary membership in another Chapter)

Subscription to *The Semaphore* only:



Motive Power Report

by John Redden

Diesels:

Work has continued on the cab heater problem with locomotive 1654. At various times, Ron Amberger, Norm Shaddick, and John Redden have worked on this problem, without success thus far. This engine was also used on this year's Christmas Tree Trips in December. During this operation, Norm Shaddick, Steve Huse, and John Redden changed out its fuel filters. Rand Warner, and Norm Shaddick lubricated the truck center bearings on this unit during December.

John Redden did a spot-check of all seven of our battery chargers in mid-December. They are all performing as intended, and are keeping sufficient charge on the locomotive batteries, to keep them from freezing up during our cold winter nights.

John also has resumed work on the repair of the electrical cabinet in locomotive 1941. The lower six inches of this cabinet had been badly corroded, over the 64-year life of this engine. Old sheetmetal and structural steel has been cut out, and new materials are currently being formed for installation.

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The restoration of the transmission on our Plymouth BL locomotive took another step with the install of one of the large roller chains that transfer the power from the transmission to the axles. (Chris Hauf photo and caption)

Managers: **Railroad:** (Motive, Rolling stock, MOW, ROW)
Chris Hauf: 381-8583; crhauf@frontiernet.net
Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)
Dave Luca: 288-0318; daveluca@frontiernet.net

Plymouth Gasoline Locomotive:

Progress continues on the 6-ton Plymouth Model BL locomotive.

Servicing of the rear axle is complete, including the installation of the thrust bearings, and bearing box lower retainers. The same procedures have begun on the front axle. The bearings will be cleaned and new seals installed. Once the cleaning and replacement of worn parts is complete, the transmission components can be reinstalled. Currently the plan is to block up the locomotive so that the wheels can turn freely for testing of the transmission.

Reinstallation of the engine is tentatively planned for early this Spring.

Thanks to:

All the folks who chose to donate money to the Motive Power Department this year. It is a wonderful honor to have such generosity bestowed upon our organization, and we truly appreciate it.

Rand and Ron work on Vulcan's pilot



Rand Warner and Ron Amberger work on disassembling the pilot beam on our Vulcan 0-4-0T saddle tank steam engine in the Restoration Building. The pilot beam is a sandwich of two large steel plates and two large wooden beams. The wood has rotted, and it needs to be replaced which necessitates the disassembly of this piece of the engine. This is tough work as this part on the engine has not been taken apart in many years. (Chris Hauf photo and caption)

Machine Shop Update

by John Redden

Thanks to a crew including John Redden, Dan Waterstratt, Dave Luca, Art Mummery, Kevin Klees, and others, the very large drill press has been reassembled. The only hardware that it needs to become operational, is a little control wiring and a three-phase converter, which has already been acquired by the Chapter.

This drill press will be very useful. Among its features are 16 speeds, power feed with automatic stop, and 10 inches of quill travel. With a two-horsepower motor, this machine should handle just about any job that we come up with. Also, the powerfeed should enable this machine to bore out cylinders with pretty good accuracy.

Thanks to James Johnson and the CS&P Department, for offering to check out the electric motor for this machine. Also, thanks to Jeremy Tuke for originally locating and alerting us to this drill press, when it became available about a year ago.



The R&GV RR Museum's machine shop has grown by another piece: a large floor standing drill press. The press was recently set up and is awaiting its motor to be rewired prior to being installed. This gives us the ability to drill very large holes. (Chris Hauf photo & caption)

Some Chapter History 'Tidbits'

by Rand Warner

RGVRR Museum History

Discussions of acquiring a railroad depot started in mid-1960s. An investigation and selection committee was formed by the Chapter. Various empty depots from those on the Hojack to the north, down to Mumford and Industry on the South, were all evaluated and prioritized. Industry won out, upon recommendation to the Chapter and Board.

We started clearing out the Depot of trash in late 1969, but it took until 1971 to get the final paperwork for the \$1 sale from the Erie Railroad. By that time we had the windows reglazed, and the building closed in and occupied. With the building came a 100' x 300' triangle of land which we had to lease from the Erie for \$25 per year.

Early workers on the Depot included Dick Barrett, Jerry Holt, Hank Pope, Peter Gores, Don Hosenfeld, George Bauerschmidt, Bob Mader, Arlene Koseianski, Greg Sullivan, Jim Deane, Lynn Heintz, Dave Monte Verde, Dick Tickner and Rand Warner.

Construction & Equipment

by Joe Scanlon

We no sooner got the upper yard graded off before Thanksgiving and winter weather hit us full force! Talk about being lucky! Whew!

The construction gang has gone into winter weather mode, which means making plans for the spring and refurbishing our equipment so that we're ready. Keeping with the plan, our members have rearranged equipment parked North of the restoration building and relocated items in the building so that we can have room in the Northeast corner of the building for equipment repairs. The attack plan, devised with the museum managers and the collections committee, calls for a number of pieces of equipment to be rotated through the building and made operational before earthmoving season 2006 begins.

The chapter's 1950 CAT No. 12 grader is first on the batting order and has been put into this space and work has begun on the pony motor engine. The carburetor has been dismantled, cleaned and reinstalled along with the electric starting motor. The motor turns over well and has adequate compression. Next the rest of the fuel

Rochester Chapter History

The Rochester Chapter was formed in 1937, the fifth Chapter to be formed under the National. We are now the fourth oldest Chapter in operation.

The first meeting place, I believe, was upstairs in the large New York Central passenger station on Central Avenue (where the little Amtrak depot now stands). Before the NYC Depot came down, we went to the third floor of a building at the Southwest corner of South Avenue and Ely Street. Then we met temporarily at several different places, including the Rochester Museum & Science Center, churches and veterans groups. We have been meeting at the 40 & 8 Club on University Ave. for probably 20 years, plus or minus.

The Chapter was Incorporated in New York State in January 1977 and we received our IRS 501(c)3 Exempt status on September 1977. Peter Gores spearheaded this work for the Chapter's Board with invaluable *pro-bono* legal support from Attorney John Barrett.

delivery system must be cleaned and reinstalled. Parts of the magneto need to be found and put back together. Before long we should have another rumbling diesel growling at us!

Please plan on coming out and checking on progress. If you can lend a hand, please contact Chris Hauf, Joe Scanlon or Art Mummery.

Steam Scene

by Rand Warner

From March 1940 *Railroad Magazines*

1. Picture of first of new group of Lima built 2-8-8-4s for Southern Pacific. Rated 6000 horsepower at 40 mph, and 124,300 lbs. starting tractive effort. (This compares favorably with our most powerful single unit diesels of 6000 hp from EMD of today.)

2. Information on 40-ton Heisler fireless locomotive in actual service using 1,100 pounds of steam charging for an eight hour day. The total cost of the steam at power plant rate was 24 cents for the eight hours worth!

3. The entire equipment roster of the New York City Third Avenue elevated railway was bought up by a Chinese entrepreneur in 1902 when the Third Avenue "El" was electrified. The Forney type 0-4-4 engines and coaches were shipped to the Kwantung Province in China, where they were put in operation around the city of Wing Ning. That equipment, originally built in the 1880s was still going strong in China as of this article in 1940!

4. The Canadian Pacific was putting main line transcontinental trains over their famous (or infamous) "Big Hill" grade, in the Canadian Rockies of 4.5%. This is Canada's heaviest main line transcontinental climb. Of course, all trains were steam powered.

U.S. News & World Report interviews David Gunn

Ms. Butler has a full page interview with Mr. Gunn. This interesting article appears on page 27 of the December 5, 2005 issue. When asked if he will retire for good, he reply: "Who knows? I still love trains: It's my life."



Traction Action - A Quiz

by Rand Warner

Rand submitted this as an article. Your editor thought it might be more interesting to have it in the form of a Quiz. So here it is:

How many electric lines served Lake Ontario in the vicinity of Rochester?

1. Olcott served by ____
2. Manitou served by ____
3. Charlotte served by ____
4. Summerville served by ____
5. Sea Breeze served by ____
6. Glen Haven on Irondequoit Bay served by ____ ; ____
7. Sodus Bay served by ____

8. How many electric lines terminated at the Genesee River; all in Court Street Bridged area.? ____; ____; ____; ____; ____

Plus the Erie Electric Division served communities along the Genesee River including Avon, Geneseo, and Mt. Morris.

How many electric lines served the Finger Lakes?

9. Conesus Lake: ____
10. Hemlock Lake: ____
11. Canadice Lake: ____
12. Honeoye Lake: ____
13. Canandaigua Lake: ____
14. Keuka Lake: ____
- Seneca Lake:
15. Geneva: ____ & ____
16. Watkins Glen: ____
17. Cayuga Lake (Ithaca): ____; ____
18. Owasco Lake: ____; ____; ____
19. Skaneateles Lake: ____
20. Otisco Lake: ____

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? Rochester Lockport & Buffalo: **April 30, 2006**

? Rochester & Syracuse: **June 28, 2006**

50th Anniversary of Closing of Rochester Subway for Passenger Service: **June 30, 2006.**

2007: 70th Anniversary of the Rochester Chapter, National Railway Historical Society!

We have the top signal & apparatus engineers & electricians!

Match the Interurban/Trolleys

Your choices: (alphabetically)

- a Auburn City Lines
- b Auburn & Northern
- c Auburn & Syracuse
- d Central New York Southern
- e Elmira & Seneca Lakes Traction
- f Erie Electric Division
- g Geneva, Waterloo & Seneca Falls
- h International Railways
- i Ithaca Street Railways
- j Marcellus & Otisco Lake Railway (never electrified; just poles up)
- k NONE
- l Penn Yan, Keuka Lake & Branchport
- m Rochester City Lines
- n Rochester & Charlotte Railway
- o Rochester & Eastern Railway
- p Rochester Lockport & Buffalo
- q Rochester & Manitou Railway
- r Rochester & Sodus Bay Railway
- s Rochester & Suburban Railway
- t Rochester & Syracuse Railway

Answers on Page 6.

NYMT/RGVRR Museums saw increased attendance

For the May through October summer season, the total attendance came to 4,288, a 34% increase over the 2004 season!

This was spurred by the excellent publicity feature in the *Democrat and Chronicle* showing our track car 'train' with fall foliage colors. This increased the October attendance from 777, a big gain over last year's 224, even without the best weather conditions. [*Headend*, Fall 2005, pg. 3]

Shows

Jan. 28-29: Winterfest Train Show, Springfield, MA

Feb. 5: Fifth Annual RailPace Slide Show, 2-7 PM, Whistle Stop Inn, 1338 Exchange St., Alden NY. Advance tickets required, which includes a dinner. Contact Stephen Koenig at 716-896-1377 by January 25.

March 11-12: Rochester Model Railroad Club, 150 South Clinton (First Universalist Church) Sat. 10-5; Sun. 1-5.

March 26: RIT Show and Sale, Student Union, RIT Campus

Eagle Scouts install new mile-marker posts



Jason Marks has undertaken an Eagle Scout project at the R&GV RM. Jason is installing all new mileposts and station markers along our demonstration railroad since most of our original mile markers, built by Neil Bellenger nearly a decade ago, have been stolen or vandalized. Here Jason (center left) works with his crew while installing a 4x4 post near Switch #6 this past. December. (Chris Hauf photo and caption)

[Richard Palmer, Historian, Central N.Y. Chapter, Syracuse sent this article to Chris Hauf, who forwarded to me:]

From *Railroad Magazine*, February 1944, Page 16

True Tales of the Rails

Beating the Time card

by **R. J. Gunnison**

Only an old-timer would believe a motorman could skin his running time every night for over a year without getting caught. It couldn't be done these days, but during the first World War things were different.

At that time, I was motorman on the old Rochester, Lockport & Buffalo single-track line, making a run of 64 miles between Rochester, New York and Lockport, New York. Every night at 8:30, I left the Erie Railroad terminal with a heavy load of Wells Fargo express which had to be in Buffalo by 1 a.m. to connect with the Wabash. As it was not scheduled on the timetable, I had to run extra. On the timetable they were running a first-class local every hour and a limited every other hour. The trainmaster was checking to see if I exceeded speed restrictions in town limits. I sure did skyrocket through those towns. There was no complaints, either, because I knew the policemen personally and as long as they didn't report me the trainmaster laid low.

Everybody knew I had to open her up to reach Buffalo for the connection. They made allowances on that account but something else was bothering them, as I soon found out.

I hadn't been on the job very long before the boss tumbled to the fact that I was making faster time than the westbound first-class trains. Somehow, I managed to get by them, and it burned him up because he couldn't see how. He smelled a rat all right, but couldn't seem to locate the carcass. First thing I knew he started in riding with me every once in a while and asking questions.

"How come", he'd grumbled, "It takes you 35 minutes longer to make this run whenever I'm along?"

"Oh, just a coincidence," I'd answer jauntily. "I can't always get the breaks."

Still, he wasn't satisfied. The last time he rode with me, he said: "From now on, I'm staying away; but watch your step! I know damn well there's something screwy here. When I'm not around you get her over the road way above record time, night after night. I just doesn't make sense."

Well, here's what happened. At the time, we were operating under a book of rules

adopted by the Electric Railway Association. No more block stations the way it had been with standard code. I had my own orders, a phone in my cab, and a "jack box" I could bank on at every siding, making it possible for me to plug in every two or three miles. If, for any reason, I couldn't make my timetable meet without sticking the opposing train over five minutes, I was supposed to call the dispatcher. He would then change the meet.

By figuring out my running time, I could manage to call the dispatcher two or three times between Rochester and Lockport, telling him on each occasion that I was farther west than I actually was and arranging to have the other trains wait for me to pass. He would give me a highball. Not having to shut off, I could go by them on the brass, with the result that, instead of losing seven minutes, I gained seven minutes. The other trains lost perhaps five minutes, but could easily make that up. There was no kick from the dispatcher. He took it for granted that everybody was above board, and he had to get the hotshot over the road.

Another stunt I pulled was this: As I was making faster time than the westbound first-class trains, I often managed to gallop past them without a train order. I could get 60 to 65 miles per hour out of my motor. Since it was night, I could easily spot a rear end ahead of me, or see the flash of a trolley on some curve up the track. I would then light a fusee, jab it into the front of my cab, and sneak up behind as close as I dared. This was a signal that I wanted to pass. The engineer would pull up at the next siding and let me by.

So, with one thing and another, I usually managed to gain my 30-odd minutes – until the day came, as so often happens, when I got a little too cocky. I'll tell you about it.

There were agents still in all the stations, but they had nothing to do with train movement. However, Agent Calahan at Holley, N.Y. wanted to have a finger in the pie. This fellow had a quaint habit of calling up the dispatcher and telling him every time a train went by. That little foible of his cooked my goose.

On this particular night, things worked out so that I called the dispatcher at Holley. I was aware that Calahan put on the feed-bag at a certain time every night. As I passed, I took a good look and he was nowhere in sight.

"Out to lunch," I said to myself. "The coast is clear."

Passing the station, I rounded the curve just beyond. I knew there was a jackbox on the west end of a siding on that curve. There

I pulled up and called the DS.

"Extra 302 West of Hulburton siding 24", I said, lying like a trooper. "How about giving me an order on Number 38?"

The dispatcher, thinking I was three miles farther west than I actually was, gave me this order. "Extra 302 West meet No. 38 at Quarry siding."

I had just gotten the complete when Calahan butted in, and told the DS that Extra 302 West had just gone by. As soon as he hung up, the dispatcher called out: "I thought you said you was at Hulburton."

"Sure am," I told him blandly. "Calahan's crazy. I passed Holley six minutes ago."

But for some reason, Calahan sounded more convincing than I did. First thing I knew the Super was around asking questions. In the end, I had to admit I had called from Holley, not Hulburton. From then on I couldn't get away with a thing. There was

Answers to Quiz on Page 5.

1 - h	11 - k
2 - q	12 - k
3 - n	13 - o
4 - s	14 - l
5 - s	15 - o, g
6 - r, m	16 - e
7 - r	17 - i, d
8 - p, f, r, s, t	18 - a, b, c
9 - k	19 - c
10 - k	20 - j

Genesee & Wyoming Railroad gets 'plug' in Business Week

Gene G. Marcial, in this "Personal Business/Inside Wall Street" column, notes that G&W stock has climb from 27 in June to 38 as of Jan. 4. G&W is the second largest regional railroad in North America, and has facilities in North America, Australia, Bolivia and Mexico. G&W started operations as a salt carrier for the former Retsof salt mine. Through acquisitions and prudent operations, it has grown to be a very profitable line. [*Business Week*, January 16, 2006, pg. 96]

Looking for a house by RR tracks?

Gregg Harris wants to alert our members of a house in Pittsford that borders the NYC West Shore Line (like in the back yard!). This house has 2008 square feet, four bedrooms, 2.5 baths. The offering price is \$168,900. Further information may be obtained by calling him at 334-8400, ext. 335.

DID YOU KNOW THAT ...

by Harold W. Russell

The Lehigh Valley Railroad reached Geneva, in 1882 where a large brick depot was built. In 1890 construction was started on the Geneva to Buffalo line. The line was double tracked in 1892.

To rapidly satisfy the demand for depots along the new line, the Lehigh used a standard wood design that was shipped in sections on flat cars. Most of the communities used this design, Victor Rochester Junction and Buffalo were the exceptions. Today, only two examples remain in western New York State these being in Williamsville and at the P&L Junction depot at the Genesee Country Museum in Mumfords. Another can be found in Noxon, Pennsylvania.

The standard LV design was a wooden combination passenger-freight depot 54'-10" long by 21'-3" wide. The roof had a dormer at each end. A toilet was located off the waiting room. Typical variations included mirror images, elongation and shortening.

These standard depots could be found in Phelps, Clifton Springs, Manchester,

Mendon, East Rush, Caledonia, P&L Junction, Batavia, Stafford, and Depew. The depots in Caledonia and Batavia and Depew had elongated waiting rooms and freight rooms. P&L Junction's freight room was smaller. Depew had a long canopy.

The Naples branch connected with the Lehigh at Geneva. It had been built as the Middlesex Railroad previously and had a variety of depot styles. The Hemlock Branch, connecting at Rochester Jct had a standard design depot at Lima. The branch to Rochester had one at Henrietta.

South of Geneva the standard design could also be found in various locations along the original mainline such as Burdette, New York and Noxon Pennsylvania.

Mary Hamilton Dann's book *Upstate Odyssey, the Lehigh Valley Railroad in Western New York* was a good source of information on the appearance of the depot at each location. The Western New York Railway Historical Society has accurately restored the depot at Williamsville, NY. It is open on Saturdays.

I bet you knew all this anyway.

DID YOU KNOW THAT ...

by Harold Russell

Bill Quick told me that the two-track mainline between Brocton, NY and Blasdell, NY was constructed by the Nickel Plate and the Pennsylvania railroads at the same time in the early 1880s. The Pennsy owned the inside track, the one furthest from Lake Erie. The Nickel Plate owned the outermost track, the one nearest the lake. The two roads jointly operated this section as a two-track mainline.

The depots, freight houses, service and maintenance buildings on the lakeside were the property of the Nickel Plate; on the landside, the Pennsy. The depots were operated jointly with agents from both roads present in most cases. There were exceptions, however, depending on the size of the operations in a given area.

Old post cards often confused people because they mislabeled the information on the cards calling the NKP, Angola depot a Pennsy for example.

But I bet you knew this anyway.

Collection Management Policy adopted and committee established

by Jeremy Tuke

The Board of Trustees recently formally adopted a Collection Management Policy to better manage the Chapter's numerous and varied collections. This will impact railroad and construction equipment, our library and other items. The Committee, chaired by Jeremy Tuke, consists of Chris Hauf, John Stewart, Joe Scanlon and John Redden.

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredde@frontiernet.net.

Help Wanted

Museum Education Assistant:

Volunteer position for a self-starter to develop co-curricular educational materials for school groups and youth groups visiting Rochester & Genesee Valley Railroad Museum. Ideal for a retired history or science teacher. Need not be a railfan but must be interested in helping young people understand the world around them. Contact one of the Mangers on Page 3

Water in the Fuel Tanks

by Harold Crouch

Back late 1948, steam generator water was inadvertently applied to the fuel tanks on the *20th Century Limited* (twice in one week!). This upset a number of people, least of whom were the passengers of the *Century*.

As a result, my good friend, Herb Libert, came up to Harmon Electric Shop from the Diesel Office in New York City with a sketch of a "gadget" that would prevent this from happening. The idea was that a projection be built on the end of the refuelling hose such that when the refueling hose was applied to the fuel tank, the projection would force open two spring loaded "doors" and so permit fuel flow. The water hose would not have this projection.

Making up a working drawing on the drawing board (CAD hadn't been thought of yet) for the machine shop to construct, an error was made spoiling the piece. About this time, Herb reappeared and I explained that an error had been made, but that we would make another as soon as possible.

However, I had been looking at the design and thought that there was a simpler way of achieving the same end result. At once, I was given authorization to change the design, taking a short piece of 4" pipe, a "seat" was welded on the inside. Then a Baldwin exhaust valve from one of the "gravel gerties" (Harmon maintained the Baldwin passenger units at that time) had its stem shortened and spring loaded. Thus when the re-fueling hose was applied, the projection pushed the valve open to permit fuel flow.

On completion, the "gadget" was taken to Harmon re-fueling station to check if the re-fueling time would be changed (it wasn't). Herb then came and took the "gadget" back to the office in New York City. It so happened that a meeting was being held in the conference room and so everyone had to view the "gadget"! Unfortunately, some one accidentally dropped it, putting a big gouge in the big oak conference table!

As a result, the "gadget" was taken to the Wheaton Brass Co. and a large bronze casting made of it. These were then applied to locomotives with steam generators, after which I never heard of any more water being added to the fuel tanks!

Returnable cans can help Steam Fund

You can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.

Rochester Chapter National Railway Historical Society
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Happy New Year!

Chapter Meeting & Program:
**Railroad Stories of
 Long Ago**
 by Michael Rickert
 7:30 PM
 Thursday, January 19, 2006
 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.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was 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.

\$3,000	\$3,000			
\$3,000	\$3,000			
\$3,000				
\$3,000				
\$3,000				