



The Semaphore

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

June 2006
Volume 48, No. 10

Program for June 15:

Let's Take a Train Ride!

Yes, it's time to admire the accomplishments of our hard working volunteers by coming out to the Industry Depot on third Thursdays in June, July and August to enjoy rides on the Rochester and Genesee Valley Railroad!

The Motive Power Group will assemble equipment from our vast inventory of rolling stock for us to appreciate. Trains should be rolling by 6 PM until dark. (A brief meeting will be held - whenever.)

Where: Industry Depot, NYS Route 251

Guests welcomed; children must be supervised at all times!

Future Programs (Subject to change!)

June 11: Annual Banquet, Newport House

June 15, July 20 and August 17: All meetings and activities are at the Industry location.

Sept. 21: Nickel Plate Diesels, by Bill Quick

Oct. 16: Photos of the LV and EL, by Ken Kramer

Nov. 16: American Orient Express Ltd, by Bob Achilles

Dec. 21: Depots in New York State, by John Stewart and Charles Woolever

2007

Jan. 18: Gold Coast and Danbury RR Museums, by Harold Russell

Feb. 15: RPO Car Operation, by Chris Hauf

Chapter Library

11 May Street, Webster (by OMID Tracks)

NOTE: We're back to Summer hours!!

Hours: 7:00 to 9:00 PM

Monday, June 19, 2006

Library Phone: 872-4641

Big Cat...Little Bobcat...



The museum's Cat D-7E dozer handles a little additional earth moving near the northeast corner of the Restoration Building with the museum's new (to us) Bobcat skid steer loader following along doing a little clean-up. [Chris Hauf photo]

Election Results:

President: Jeremy Tuke

Vice President: Bob Achilles

Treasurer: Don Wawrzyniak

Recording Secretary: Dave Peet

Corresponding Secretary: Chris Hauf

National Director: Bob Miner

Trustees: (3-year term)

Dave Luca & Harold Russell

Three Trustee positions became open (Bob Achilles and Don Wawrzyniak who were voted in to officerships, and Randy Bogucki who moved to Vermont.) At the June 1 Board meeting these appointments were made:

The two-year vacancies were filled by: Mike Roque' & Mike Dow

Ron Amberger was appointed to the one-year vacancy.

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

#####

2006 Track Motor Car Operator's Schedule

Date	Operator A	Operator B	Operator C	Prim TC
June 11..	Bob Achilles	Harold Russell	Steve Huse	TC-3
.....	Ira Cohen	
June 18..	Bob Fleck.....	Dave Mitchell	Jerry Doerr.....	TC-1
June 25..	Bob Moore	Phil McCabe	Mike Byrne	TC-3
July 2....	Phil McCabe	Harold Russell	Gary Dettman	TC-1
July 9....	Bob Achilles	Tom Durham.....	Gary Dettman	TC-3
July 15*.	Mike Murphy	Bob Mader	OPEN	TC-1
July 16 ..	Ryan Kane.....	Dave Mitchell.....	OPEN	TC-3
July 22 ..	OPEN	OPEN	OPEN	TC-1
July 29 ..	Joe Werner	Mike Murphy		TC-3

* Saturday, rest are Sundays

This year we have 45 qualified track car operators including 8 new people. As we need 3 operators each Sunday, there are ample operating opportunities with every date open except June 11 and August 19. Please call Harold Russell, 427-9159 or e-mail at Haroldrussell@juno.com if you would like to be included as the openings are filling rapidly

Sincerely, Harold

Membership Report

Jessica Stallone, Membership Chair
585-350-9306; membership@rochnrhs.org
Welcome to these new members; and add these names to your 2006 Roster!

Sam Rosenberg
17 Ingridshire Drive
Pittsford, NY 14534
586-2207; snr@jsultrasonics.com
Sam is interested in Rolling stock restoration and has special talent that include electronics, general carpentry, basic milling and AutoCAD,

Jim Dunnington
5742 Running Brook rd.
Farmington , NY 14425
398-3974; jcdunnington@yahoo.com
Jim is interested in Rolling stock restoration, Trips and Library.

Please add this renewal to your 2006 Roster:

Patrick Mrukczek
20 Thorpe St.
Batavia, NY 14020-3123

Depot Guides

by Dave Peet

We are in need of Depot Guides for the following days:

- Fri., June 9: 10:30 - 12:00**
- Sun., June 11: 11-5**
- Sun., June 25: 11-5**
- Sun., July 2: 11-5**

Please call Dave Peet at 586-8964 to signup; you may work all or only part of a Sunday!

Ticket Sellers/Gift Shop help wanted

Jim Dierks of NYMT is looking for volunteers to staff the ticket desk and/or gift shop counter during the times that the combined museums are open. The hours are from 11 AM to 5 PM. This is a good opportunity for a spouse to get involved while you are operating a track car or acting as a depot guide.

Give Jim Dierks a call at 473-5508.

Remember the Chapter and New York Museum of Transportation both benefit in this combined operation — the only one that we know of in the USA!

Contributors to this issue

Chris Hauf, Lynn Heintz, Dave Peet, John Redden, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as

Condolences

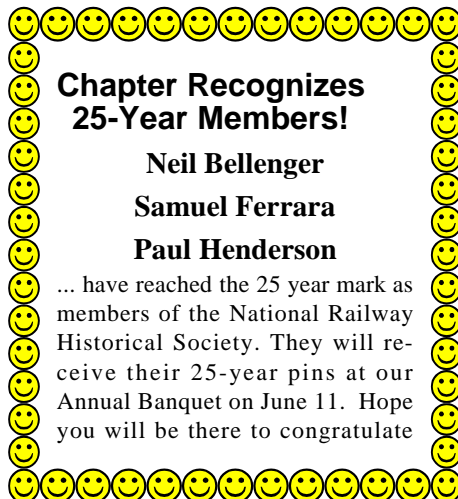
Sympathy is extended from the Chapter to President Jeremy Tuke and family in the loss of his mother, Carolyn, on 29 May 2006.

See you'll at the Chapter Banquet — June 11!

Sunday, June 11 at The Newport House, 500 Newport Road, Irondequoit.

Cash bar at 6:00 PM; Dinner at 7:00 PM
Program and speaker to follow.

Speaker: Steve Barry, Managing Editor of *Railfan & Railroad Magazine*.



Chapter Recognizes 25-Year Members!

Neil Bellenger
Samuel Ferrara
Paul Henderson

... have reached the 25 year mark as members of the National Railway Historical Society. They will receive their 25-year pins at our Annual Banquet on June 11. Hope you will be there to congratulate

NOTICE

If you have renewed your membership this year and still have not received your membership card, please let me know. If you have not yet renewed, you should have received a second renewal notice in the mail. Please send your renewal to the address listed on the renewal notice or to the address below:

Jessica Stallone
60 High Manor Drive Apt 1
Henrietta, NY 14467

Chapter & National dues

- Regular: \$42.00
- Family member: \$11.00 (for two)
- Each additional family member: \$4.00
- Local member: \$20.00 (Primary membership in another Chapter)
- Subscription to The Semaphore: \$12

2006 Special Events

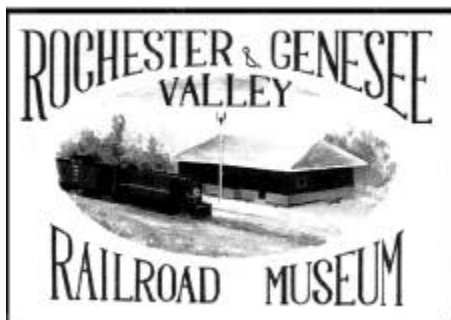
June 18 (Sun.): "Caboose Day"

July 15 - Aug 20 Saturday hours:
The museums are open both Saturday and Sunday from 11 AM - 5 PM.

July 15-16 (Sat & Sun): Trolley Rides begin; "Rochester Subway Anniversary Celebration"

August 19-20 (Sat. & Sun.): "Diesel Days"

Oct 29 (Sun.): Last day of Joint Operations.



Motive Power Report

by John Redden

General:

Some more fine work on our Motive Power fleet has occurred around the Museum this month. Anyone who is interested in Motive Power projects is encouraged to attend our first-Saturday-of-the-month Steam Team meeting (which also covers other Motive Power topics). Otherwise simply drop by the Depot on a Saturday or Tuesday evening.

Plymouth Gasoline Locomotive

May was another productive month for the volunteers restoring the Plymoth 6-ton BL locomotive. The restored cab frame has been bolted in place and the new cab front wall is in the process of being installed. A large reinforcing steel bar has been fitted up and will be bolted to the west side frame of the locomotive to stabilize a crack in the casting.

The large friction wheel has been aligned and bolted to its supporting hub. Adjustments were made to the balance weight so that the wheel no longer stops in the same spot. The friction surface of the wheel has been ground to restore its concentricity. About 0.030" had to be removed.

Final installation of the cross shaft bearings is complete. Also, the final drive chain has been installed. This chain connects the friction wheel and cross shaft to the idler shaft which drives both axles. Just a little more work on the transmission remains; the speed control yoke that moves the friction wheel from side to side is badly worn. We have been building up the bronze casting with brazing rod and will machine it to size. That will be the last repair necessary to complete the transmission.

Restoration of the radiator continues. Slots are being machined in the end sheets to accept the tube ends from the former truck radiator that will constitute the new core. There are a total of 240 slots to machine through the brass end-sheets. Currently about 70 are complete. After the radiator is

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

installed with hoses and coolant, the Buda gasoline engine can be adjusted and brought back to life.

Oh how we wish we had manuals to guide us, in adjusting everything. We will need to experiment, in order to find the right combination of spark timing, carburetor settings, choke settings and impulse coupler setting to get it running smoothly.

Diesels:

Work continues on parts for the number one prime mover for the 1941. This engine was damaged several years ago, when water seeped into the combustion chambers, via the exhaust. Following a complete tear-down of the engine, we are cleaning up and preparing two cylinders, one head, one rocker-arm box, and their related parts, to re-assemble cylinder numbers five and six.

Chris Hauf, Jim Johnson, and John Redden recently worked on getting EK-9 prepared for Spring startup. This work included the lubrication of a multitude of parts, re-charging the coolant system with water and rust-inhibitor, pre-lubricating the prime mover, charging the batteries, barring the engine over, and inspecting the rotating electrical gear for problems. This work was delayed slightly, in order to make minor repairs to the generator. However, if all goes well, the EK-9 and its trusty 539 prime mover should be back-to-life by the time that you read this.

Dan Waterstraat moved the coolant water storage tank for the NKP 79 down to a location that will allow the coolant to be pumped back into the 79. Thanks, Dan.

Norm Shaddick has disconnected one battery from the electrical system in the USA-1843. This battery had failed last year, and will be replaced by one of the recently-acquired (used) batteries, from a nearby regional railroad. Norm also drained the fuel sump on 1843, as well as EK-6. He also oiled the journal boxes on NKP-79, EK-6, and USA-1843. He anticipates oiling the journals on EK-9 in the coming month.

Steam:

The "Sunbeam" turbo generator for the Heisler fireless locomotive has been completed. The assembly work was done by Joe Nugent, and David Peretz, both RIT students, and Ron Amberger, an instructor at RIT. Joe, of course, is a new chapter member

and Steam Team member. Ron did the painting and also assisted in the reassembly of this important component. There is only a little bit remaining to paint on it. Ron will be checking the speed governor setting, using compressed air at RIT, since the setting was lost when it was disassembled. Joe and Dave installed new bearings, and the new carbon seals that Kevin Klees had previously made. The rotor and stator windings were reconditioned with Jim Johnson's help.

Kevin Klees has evaluated various materials that could be used for the insulation on the Fireless. He has located a material that is currently available commercially, that will do the job effectively.

Thanks to: All of our Motive Power Volunteers, and also to Kevin Klees, Ron Amberger, and Norm Shaddick for their input to this article.

Machine shop news:

by John Redden

James Johnson has been working on electifying our very large drill press. This unit has a three-phase motor, and our Restoration Building does not have commercial three phase power. Using a recently-purchased three phase converter, we will be able to power the drill press, our Bridgeport mill, and any other tools that require three phase power.

In addition to wiring the converter, Jim has also been adding the wiring and hardware to the drill press itself. To equip this tool, Kevin Klees recently purchased and donated some very large twist drill bits.

Thanks to Jim and Kevin, we expect to boring some very large holes, for our various restoration and maintenance projects, in the near future.

Seen on a T-shirt

by Rand Warner

? **Dream It**

? **Believe It**

? **See It**

? **Achieve It**

Certainly applies to the last 35 years of dreams turned into operational reality at R&GVRM.

Track and Right of Way Update

by John Redden

Our Tuesday Night Track Animals have re-started their labors for the year 2006. The primary participants have been Mark Pappalardo and Duncan Richards, with occasional assistance from a variety of folks, including John Redden, Rand Warner, Rick Israelson, Jim Johnson, Kevin Klees and others. They have replaced a total of ten ties, so far this year, with eight of those ties in a very cramped area in Industry Yard. This particular area is where the Track 4, Track 3, and the Lead Track all come together. This was a very difficult location to remove old ties and re-insert new ones.

In addition to the labor-intensive job of replacing ties, they also have cleaned several cubic yards of ballast utilizing the Ballast Screener BS-2 that was designed and built by our recent Track Superintendent Randy Bogucki. The remains of the ballast screening process, which is too fine to be re-used for track, is taken up the line and used for fill dirt along the right-of-way.

Several other volunteers have assisted in various ways, to keep our track and right-of-way in good shape. Matt Glogowski is frequently clearing out ditches and culverts, to keep our drainage system functioning properly. Rand Warner performed an annual track inspection, and identified various locations that are in need of attention along our two-mile line. Dale Hartnett is spending a great deal of time chopping weeds and trimming tree branches all over the property. Bob Mader and Dan Waterstraat have been mowing grass along the track, and all around the Museum. Finally, a volunteer who is not known to this author, has been spraying weeks in and near the track structure.

Thanks to all of our dedicated track maintenance volunteers for keeping us on a steady path of improvement for our Track and R.O.W.

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.

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 ejredden@frontiernet.net.



With connected track planned for this summer, the R&GVRR Museum hope to be able to move its restored Burro Model 40 crane out of the Restoration Building for use in the museum's demonstration railroad. One of the final steps to get this unit running is to complete some welding on the transmission oil pan. Art Mummery has that welding work well underway. [Chris Hauf photo & caption]

Track Department

by Rand Warner

Existing Trackage

John Redden, Mark Pappalardo, Duncan Richards & Co. have completed installation of new ties at Switch #3 & #4 areas.

Dale Hartnett is manicuring the ROW with the weed whacker.

Rand Warner and Mark Pappalardo are working on drainage ditches.

Ties have been staged along main line for change outs.

Attention is needed at BOCES crossing to strengthen gauge and properly refasten loose crossing planking.

Ballast is needed at outside shoulder of ties at the curve at the bottom of the hill coming down from NYMT.

Rail braces need to be added to sharp curves and S-curves.

We still need additional switch timbers at Loop Switch, NYMT barn lead switch, NYMT Building switch and Switch #5 at R&GV RM.

New Trackage

Dave Luca is coordinator for new track-age on west side.

Chris Hauf is coordinator for new track-age on east side.

Job Opportunities

by Rand Warner

The following volunteer position openings available at R&GV RM are currently unfilled:

1. Supt. for Track & Right-Of-Way
2. Coordinator for Diesel Days.
3. Coordinator for Summer Picnic
4. Coordinator for Year End Party
5. Coordinator for Winter Sleepover.

Please contact one of our Museum Managers: Dave Luca or Chris Haut, or our Chapter President Jeremy Tuke, if you could

fill these any of posi-



Rail for parking of railroad equipment.

-- Wheel chocks for safe parking of construction equipment.

-- Set of butterfly re-railers for minor derailments.

-- Cantilever jacks for use with passenger cars.

How can we totally immerse our visitors in the Railroad Museum Experience?

by Rand Warner

1. Stimulate the Senses:

Sights,
Sounds,
Smells,
Tastes,
Touch

2. Inspire the Soul:

Ambience,
Atmosphere,
Surroundings,
Uniforms

3. Interpretation:

Displays,
Exhibits,
Recordings,
Slides,
Videos,
Photos,
Maps.

4. Interaction:

Signals,
Dispatching,
Riding,
Running,
Switching,
Hand car

5. Education:

Rail themes in historical context
Rail themes as part of transportation
Rail themes as part of community
Rail themes as economic development

6. Entertainment:

Video tracks
Sound tracks
Computer rail games
Computer locomotive engineer simulation.

7. Recreation:

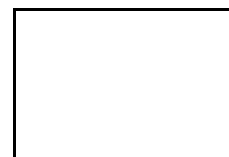
Walkways,
Picnic Areas,
Benches,
Drinking Fountains,
Vending Machines

8. Presentation:

Tour Guides,
Signage,
Store Decor,
Uniforms,
Professionalism,
Realism,
Authenticity

Gems from Our Past

by Rand Warner



Rochester
Chapter,
National
Railway
Historical
Society

Meeting of 21 June 1956 called to order at 8:08 PM by President Sam Grover.

Treasurer, Nick Feeley reported a balance of \$604.49 in the Treasury. Elmer Gabbey gave a report on the drumhead sign he will be making. It will be 30 inches in diameter and about 6 inches thick. The face will be plastic or Lucite. There will be 4 or 5 bulbs set inside for lighting. Harold Webster will assist.

Cards will be sent out to the members telling of the last trip on the Subway, June 30, 1956. Many members are planning to ride the cars on the final trip.

The trip to Rail City Museum is scheduled for Sunday, 29 July 1956. Round trip bus fare will be \$3.50 for adults and \$1.75 for children.

Frank Passero said the 29 July 1956 date for the picnic is definite and the time is set for 6:30 PM at Webster Park.

The Fall Trip is a joint affair with the Buffalo Chapter and will take the rail fans to Renovo, Pennsylvania. The fans from Rochester will join the Buffalo group at Olean, NY on the rails of the Pennsylvania Railroad. The date is October 14, 1956.

Meeting adjourned at 9:10 PM by President Sam Grover.

Erie Electrification Anniversary Coming Up

by Lynn Heintz

On 6-6-1906 the Erie RR signed the order for construction of the electrified line south of Rochester past our depot to Avon. The first official trip was 1-22-1907, but due to a hard winter the official start of service was not until 6-18-1907.

It is just a short year until the 100th anniversary of our depot. These should be celebrated in a style that fits the event.

Have you

... Signed up for **Track Car Training and Operations?** See Page 2.

... Signed up for **Depot Guide duty?** Also see Page 2. You will often get one-on-one interaction, and learn more afterward than before the day is done!

**July 15-16 (Sat & Sun):
Trolley Rides begin!
"Rochester Subway
Anniversary Celebration"**

Caboose Day — June 18

Upcoming Anniversar

by Rand Warner

? **75th Anniversary of Abandonment of Rochester & Syracuse: June 28, 2006**

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

? **2006 is 35th Anniversary of our legal acquisition of our Erie Depot from Erie Railroad for the sum of \$1.00.**

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

How can we have significant & appropriate recognitions events &

(The following was submitted quite some time ago by John Stewart, who received it from Richard Palmer, a railroad historian in Syracuse area. The source was not stated.)

Railroad Collision - Loss of Life (1850)

Three trains on the Rochester & Syracuse Railroad met at Seneca Falls on Thursday morning, about 4 o'clock, and a collision occurred between the Emigrant train coming west, and the night mail train going east, by which one man was killed and several injured severely.

They all arrived nearly at the same time. The Emigrant train reached the Falls within thirty minutes of the time when the Express train from this city was due there, and ran off upon the branch to await its arrival. Soon after the mail train east came up, and passing on, backed upon the branch, just in time to escape the Express train, which passed by doing some little injury to the locomotive attached to the mail train.

The latter was somewhat behind time, and the engineer being aware of the close proximity of the Express train, feared he should not escape collision with it, and reversing his engine he jumped off and the train running onto the branch, came in violent contact with the rear of the Emigrant train standing there.

Three cars were badly damaged, one of the mail train completely overtopping to last of the Emigrant train. A man named Peter B. Bootes, of Waterloo, a laborer for the Company, who was standing on a platform on the mail train, was so badly injured that he subsequently died from the effects of his injuries. Several others were badly hurt, and one other man, who was a passenger on the Emigrant train, from Vermont, may not severe.

A lady named McNaltly, who with her four children, one of them an infant, was on her way from New Hampshire to join her husband in Wisconsin, was hurt pretty severely in the shoulder and ankle. She was on by the emigrant train, and Dr. Beckwith gave his professional assistance in her case. Six of the cars were so injured that they could not be used. These are the circumstances of the case, so far as we are able to ascertain them.

>>>>>

(Timetable in force at the time)

Rochester & Syracuse Railroad

On and after Thursday, August 1, 1850, the Cars will leave Syracuse for Rochester, daily, as follow, Sundays excepted:

Going West:			
No	Time	Train	
1	2:25 A.M.	Night Express	
2		7:25	
Accommodation			
3		1:20 P.M.	Express
4		5	
Distb'g Mail			
5		10:20	Emi-grant

(Editor: Is this the East Bound?)

No. 1	12:40 A.M.	Night Express
No. 2	2:40	Emigrant Train
No. 3	8:00	Way Mail and Passengers
No. 4	2:00 P.M.	Day Express
No. 5	7:45	Way Passengers.

The Day Express Train going West will stop only at Junction*, Auburn, Cayuga, Seneca Falls, Geneva, Clifton Springs and Canandaigua.

The Night Express Train going West, will stop only at Junction*, Auburn, Cayuga, Seneca Falls, Waterloo, Geneva, Vienna, Canandaigua, Victor and Pittsford.

On Sunday, the only Train going West, leaves Syracuse at 2:25 A.M.

Thomas Hall, Sup't.

Shows, etc.

June 19 thru June 22: Great International Steamboat Meet. Mid Lakes Marina, Macedon, NY. *

June 24, 25: Finger Lakes Live Steamers Open House. Go to FLLS website for map: www.fingerlakeslivesteamers.org. *

July 1-2: Bark Peelers' Convention, PA Lumber Museum, Galeton, PA.

Sept. 23, 24: Finger Lakes Live Steamers Fall Open House. Go to FLLS website for map: www.fingerlakeslivesteamers.org. *

Sept. 10: Buffalo Central Terminal First Train Show, Buffalo, NY.

Nov. 4-5: Train Show and Sale at New York State Fairgrounds, Syracuse.

Dec. 9-10: New and Expanded Two Day RIT Train Show and Sale. RIT Model Railroad Club.

* from FLLS.org web site

Current address for NRHS Headquarters

The National NRHS close its post office box tfor this street address:

National Railway Historical Society
100 N 17th St., Ste 1203
Philadelphia, PA 19103-2783

2006 NRHS National Convention ...

... will be held in New Philadelphia, OH, July 18-23, 2006. The announced excursions are:

Tuesday, July 19: Dennison to Gould Tunnel and return over former PRR "Panhandle" mainline; motive power: two vintage F units.

Wednesday, July 19: Independence to Canton over entire Cuyahoga Valley Trackage, formerly the B&O line to Cleveland. Power: Alco FPAs.

Thursday, July 20: Dennison to Newark and return over former PRR panhandle route, now Ohio Central tracks. Power: steam.

Saturday, July 22: Dennison to Brewster to Bowerston to Dennison over Ohio Central track including some former Wheeling & Lake Erie tracks. Power: various historic diesel units.

Other activities includes tours of railroad shops, museums, and depots as well as seminars and trips into Amish countryside.

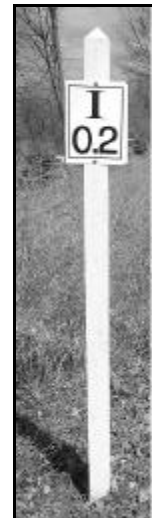
More information available from:

www.buckeyerails2006.org.

Any Chapter member going? If so, take pictures and submit a few and an article to your newsletter! Maybe also report to the Membership at a meeting?

Boy, your Editor is "dense".

It wasn't until I was operating track car TC-3, that I figured out what the "I" stood for on our new mile post markers. How about you?



A Bit of Local History

by Mary Hamilton-Dann

At the end of the American Civil War, several high-ranking military men went into the railroad business. Some became managers, others supplied funding. Among the latter was General Edward E. Winslow, founder and head of the banking house Winslow, Lanier and Co.

Winslow's reputation as a war leader had been acquired as he moved upward through the ranks to serve under General Sherman. When railroading was no longer restrained by the exigencies of war, it attracted those with experience in strategic planning. Winslow chose underwriting as a way to take advantage of opportunities offered by a principal offspring of the Industrial Revolution.

Together with a fellow-general named Horace Porter, he helped to develop a railroad that had been stumbling along as a wanna-be on the west bank of the Hudson River. Pulled into shape by the two Generals (Porter was architect of the road), the New York, West Shore & Buffalo Railway emerged as a double track trunkline from Weehawken, NJ to the Lake Erie port.

The West Shore RR later became a victim of extravagance, poor weather and competition, at which time Winslow and Porter moved to other ventures, happy to distance themselves from a debacle of considerable proportions.

That General Winslow later "fared well" is evidenced by the following: Just before the outbreak of World War I, the General and his wife were in Paris. Early August of 1914 found them homeward bound. Mrs. Frederick F. Thompson, a wealthy New York City resident, invited the Winslows to be guests at her summer home in Canadaigua, Upstate New York. Called 'Sonnenberg', the estate was noted for its gardens.

The visit was cut short by General Winslow's death on October 22, 1914 at age seventy-seven. His funeral was held at Canadaigua on the Sunday afternoon with burial at Woodlawn Cemetery.

Note: In Monroe County, NY a section of the West Shore RR remains active under CSX -- Lyndon Rd., Perinton to Attridge Rd.

Cell Phone Foolishness, May 1998

From Hornell, NY, comes the story of Heath Hess who decided to walk along the railroad tracks to get away from a noisy street so he could talk on his cell phone. The silly man stuck a finger in his other ear to cut out all outside noise while he talked—and we do mean all outside noise. Including that of an approaching train. Mr. Hess was so wrapped up in his conversation that he didn't even hear the train's horn. The engineer on the train saw a man on the tracks and tried everything he could think of to warn him. In a last ditch effort, the engineer threw a water bottle at the fool, finally getting his attention. He was able to leap from the tracks just as the train passed by. Mr. Hess was treated at the hospital for bruises, abrasions and extreme stupidity. [*The Golden Spike*, Jan-Feb. 2006]

At the Crossing Gate ... 1999 Insurance Report

While motorcycling through the Hungarian countryside, Cristo Falatti came up to a railway just as the crossing gates were coming down. While he sat idling, a farmer with a goat, which the farmer tethered to the crossing gate, joined him. A few moments later a horse and cart drew up behind Falatti, followed in short order by a man in a sports car. When a train roared through the crossing, the horse startled and bit Falatti on the arm. Not a man to be trifled with, Falatti responded by punching the horse in the head. In consequence, the horse's owner jumped down from his cart and began scuffling with the motorcyclist. The horse, which was not up to this sort of excitement, backed away briskly, smashing the car into the sports car. At this, the sports car driver leaped out of his car and joined the fray. The farmer came forward to try to pacify the three flailing men. As he did so, the crossing gates rose and his goat was strangled.

At last report, the insurance company were still trying to sort out the claims.

[*The Golden Spike*, Jan-Feb 2006]

Editor's Corner

(Continued from column 3)

And **Harold Crouch's** article on the "Snow Train", published in the last issue, has been reprinted in the Niagara Frontiers Chapter's "*The Empire State Express*".

I look for it to appear in other newsletters.



Kathryn Russell anticipates what it would be like to be an engineer of 1654. Harold thinks it would add 'class' to our operations!

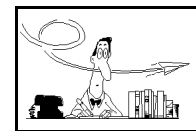
(Harold Russell photo)

Industrial Railroads of Rochester Region

by Rand Warner

Additions to the list published in *The Semaphore* early in 2006 from Rand Warner. Updates from Lynn Heintz:

- > Underground gypsum mine at Oakfield, 36 gauge.
- > West of Wadsworth Junction LVRR & PRR on west side of Genesee River: Gravel pit, Gauge ?
- > Gypsum plant at Akron, NY (Basom), standard gauge. Loco still exists.



Editor's Corner

Donovan Shilling, the Chapter's Historian, has found a wonderful 'tidbit' involving trolleys and canals. Trolleys were used on the towpath of a canal in southern Ohio to pull boats. However, Rochester investors tried something more novel. Look for the article in a forthcoming issue of *The Semaphore* (after the editor can solve a scanning problem.)

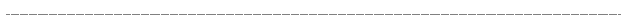
Richard Palmer, of Syracuse, has been researching where the term "Hojack" originated. It is one of the most asked questions from visitors to our museum. The results of his research will be published in a future issue.

Harold Russell's article on the complications of processing Ektachrome slide film was picked up by several other chapter's newsletters. Wonder if Eastman Kodak appreciates this publicity? Kodak is doing a find job of alienating its film customers. Where I was able to get color prints returned in less than three days, now takes almost a week. (Continued in column 2)

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Chapter Meeting & Program:
**It's Summer! Let's
 Ride Trains!!**
 (Begins at 6 PM)
Thursday, June 15, 2006
Industry Depot
Route 251, Rush, NY



Rochester Chapter NRHS

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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				
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