



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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August 2006
Volume 48, No. 12

Program for August 17:

Three ways to ride on steel to be featured!

+ Night photo shoot!!

The chapter meeting on August 17 will include trolley rides at the NYMT. Trains will leave industry Depot starting at 6:00 PM for the transfer point platform. From there, track cars will take you to NYMT for a ride on the trolley. Return trains service will be provide until 8:00 PM.

For photographers, there will be a trolley night photo shoot at the NYMT beginning around 8:30 PM. Please plan to drive to NYMT for this opportunity as there will be no train service after 8:00 PM. Participants in the night photo session at NYMT should bring a tripod and a cable release.

Guests are welcome. Any children are

Future Programs (Subject to change!)

Sept. 21: *Nickel Plate Diesels*, by Bill Quick

Oct. 19: *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

Mar. 15: *Members' Slide Night*

Apr. 19: *Rochester Branch of LV RR*, by John Stewart

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Diesel Days 2006: August 19th & 20th

by Jesse Marks

The museums highlight the diesel locomotive during this two day celebration of diesel locomotives. Six operating diesels from a small 45-ton yard engine to large 1000- and 1200-horsepower road-switchers are in the collection, and several will be in operation, giving locomotive and caboose rides.

Hours: 10 AM to 6 PM Saturday & Sunday

Costs: Adults \$8 - Seniors \$7 - Children (3-15) \$5

All tours begin at the New York Museum of Transportation - 6393 East River Road, Town of Rush, just one mile north of Rt. 251 (exit 11 off I-390) For more information visit: "<http://www.rgvrrm.org>".



* * * * *

It is that time again!

Diesel Days: August 19-20 is at the R&GVRM/NYMT!

by Chris Hauf

This event is the biggest of the year for our Rochester & Genesee Valley Railroad Museum, and we can use all the help we can get.

We need help for the following positions:

Engineers

Conductors

Brakemen

Car Hosts

Transfer Point Station Master

Industry Station Master

Track Car Mechanic

Depot Guides

Refreshment Sellers

Track crew

(TC operators are being scheduled separately by Harold Russell.)

We'll be open from 10 AM to 6 PM each day. Operating crews should plan on being available for the entire day if possible, starting with an 8:45 AM safety briefing at Industry Depot and continuing until as late as 6:30 PM (depending on customer demand). If you can only spend part of the day, that is OK too! We will work you into the rotation.

John Stewart and I will be coordinating the volunteers for the weekend. To keep sign up easy, please email John Stewart (rgvrr@s363.com) with your availability and desired position so he can add you to the master list. We will try to accommodate as many requests as possible, depending on availability of desired positions and your qualification level. Note: This is also an excellent way to get new members involved. We can work new people into a number of our "hospitality" roles, so invite your friends to join us!

Please let John or I know if you have any questions, and again, please let John know if you can help.

Regards, Chris & John

See article on Page 6 about ordering this year's TRAIN CREW T-shirts.

2006 Track Motor Car Operator's Schedule

Date	Operator A	Operator B	Operator C	Track Car
August 13	Al Emens	Bob Achilles		TC-3
August 19	Greg Harris	Hansen Russell	Mike Murphy	TC-1
				Ira Cohen, relief
August 20	Bob Moore	Harold Russell	Phil McCabe	TC-3
August 27	Open	Open		TC-1
Sept. 3	Al Emens	Open		TC-3
Sept. 10	Steve Huse	Open		TC-1

* Saturday, rest are Sundays

One Track Car Operator needed for Sat. and one for Sunday for Diesel Days!

This year we have 39 qualified track car operators including 2 new people. As we need 3 operators each Sunday, there are ample operating opportunities. Please call Harold Russell, 427-9159 or e-mail at Haroldrussell@juno.com if you would like to be included.

Depot Guides

by Dave Peet

We **desperately** need more people to volunteer for Sunday duty as a Depot Guide. Two people makes it much easier and more fun!

Arrive at Industry by 11:00 AM and leave by 4:30 PM (usually there are no more guests from 4:00 PM on.)

Please email Dave Peet at dpeet@rochnrhs.org or phone at 586-8964.

Have you

... Signed up for Track Car Operations?

... Signed up for Depot Guide duty?

2006 Special Events

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

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

Info desired

What is the Historical Scale Model Assoc. of Rochester ?? Any of our members belong ??

Lynn Heintz, lheintz@rochester.rr.com

Chapter Library

11 May Street, Webster (by OMID Tracks)

NOTE: We're back to Summer hours!!

Hours: 7:00 to 9:00 PM

Monday, Aug 21, 2006

Library Phone: 872-4641

Member Recruiting Night

by Jesse Marks, Publicity Chairman

Bring your family! Tell your friends! Invite your neighbors! At the August chapter meeting, members are encouraged to bring family, friends, and neighbors who are interested in railroads, equipment, and railroad history or just looking to get out of the house. There will be membership applications available for those who would like to join our organization as well.

Note: Please be careful when bringing small children to the museum and when around heavy equipment.

Special Events

by Rand Warner

Thanks to our Motive Power Dept. and our Train Crews for making our Special Events like Caboose Days, Summer Meetings at the Museum and Diesel Days possible.

Without a LOT of preparatory work on equipment, diligent training of engine and train crews and disciplined participation by volunteers, these events would not function safely and satisfactorily for our members, guests and visitors.

Thanks folks for your untiring dedication and commitment!!

Chapter receives NRHS Grant

The Chapter applied for and received a grant to assist in installing a siding to the west of the LA&L line at Industry to store our *Empire State Express/Excursion* Train set.

Membership Report

Jessica Stallone, Membership Chair
585-350-9306; membership@rochnrhs.org

Welcome to this new member:

Todd D. F. Blide

5 Bayberry Lane

Rochester, NY 14616

739-1213; Todd.Blide@mcwa.com

Todd is interested in Trips; Museum tour guiding; Library; Publications; Historical research; Museum operations; Track car operations.

Please add these renewal to your 2006

Roster:

Brendan E. Delay

23144 Kingsbooke Ln

Westlake, OH 44145-3653

Member Email listing

by Jessica Stallone

585-350-9306; membership@rochnrhs.org

The Chapter maintains and email list of all members and uses that email list to convey important and interesting information to our members. We have noticed that some members have not provided us with an email address. If you have an email address and are not sure we have it, then please send me an email so I can update our records. Those members on our email list benefit by quickly getting information about trips, events, volunteer opportunities and lots more. Some of this information is NOT sent out by mail, so don't miss out. Send me your email address today.

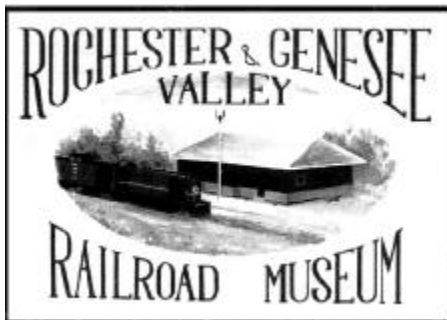
Our email is used solely by and for the Rochester Chapter NRHS. We **NEVER** sell or distribute our list to outside organizations.

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!



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

Reconstructed radiator for the "Critter"

by John Redden

Motive Power Report

by John Redden

Plymouth Gasoline Locomotive:

Foreman Kevin Klees has continued with the comprehensive repair and restoration of the Plymouth Locomotive. Most of the recent work has been concentrated on the radiator, which is nearing completion. The soldering of the individual tubes has been completed, and Kevin is now working on a few pinhole leaks. The replica side-casting is now complete. In the very near future, the radiator will be re-installed on the locomotive and tested.

In addition to the work on the radiator, the work on the speed shifting collar has continued. This has involved the build-up of the collar by brazing, and the subsequent machining of this piece back to its proper shape.

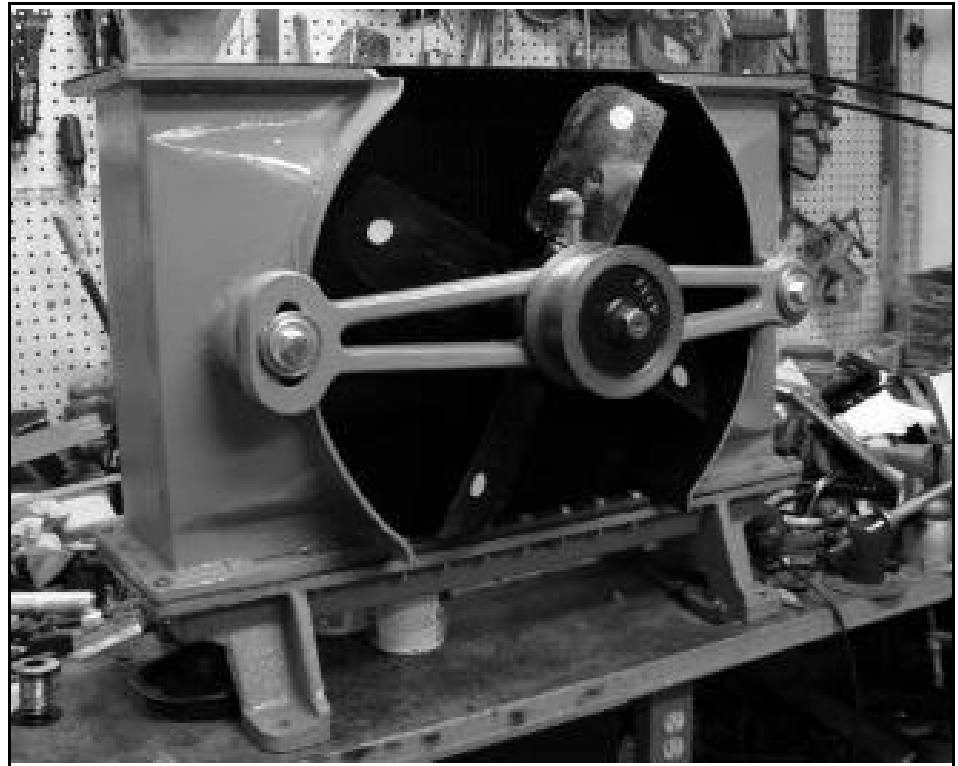
Diesels:

Loco 1654 was utilized this month, in tree-trimming service. Also, the EK-9 was used to do switching on the isolated portion of siding 6.

The **NKP-79** has been returned to service, thanks to the efforts of several of our volunteers. This loco was pre-lubricated, and jump-started in July. It has made a test-run up to the Diesel Days boarding area, and is now back in service with its new fuel tank. Rand Warner assisted in fueling the loco, by making trips between our skid tank, and the locomotive, with five-gallon fuel cans. Thanks, Rand.

Norm Shaddick has serviced the **USA-1843**, by removing excess lubricating oil from its air intake passages. This oil problem has been caused by the failure of the roots blower seals. Fixing these seals is on the list of Motive Power projects, but the project has been estimated to be both expensive and time-consuming. In the interim, we continue to operate the 1843 until more permanent repairs can be made. This loco has had another battery replaced since last month, and will now start on its own set of batteries.

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(John Redden photo)

The pistons and rods for the number one prime mover in the **RG&E 1941** loco have been re-installed, thanks to the team of Luther Brefo, Mike Roque', Mike Dow, and John Redden. All of the valves have been removed from the heads, thanks to the team of Kevin Klees, Rand Warner, and John Redden. John Redden had the valves re-ground at a local shop, and during that process, one bad valve was identified. However, Art Mummery had a spare head assembly, complete with valves, in stock at the Museum! This allowed us to scavenge a spare intake valve from the spare head, in order to continue the rebuilding on the number one prime mover. Thanks, Art! Ed Van Horn offered to strip paint from the electrical cabinet for the 1941. This allowed us to subsequently prime and paint a portion of the fireman's side of the cabinet.

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

A "Museum quality restoration" can sometimes be a cliché, but the Rochester & Genesee Valley Railroad Museum is getting precisely that, with the Plymouth BL locomotive

Foreman Kevin Klees has chosen to re-manufacture the radiator for the locomotive, on a tube-by-tube basis. This will allow the new radiator to fit the castings that were recovered from the locomotive some seven years ago. This photo shows the results of many hours of Kevin's work, which includes a completely rebuilt radiator core, and a beautiful replica for the side casting, which matches the existing original.

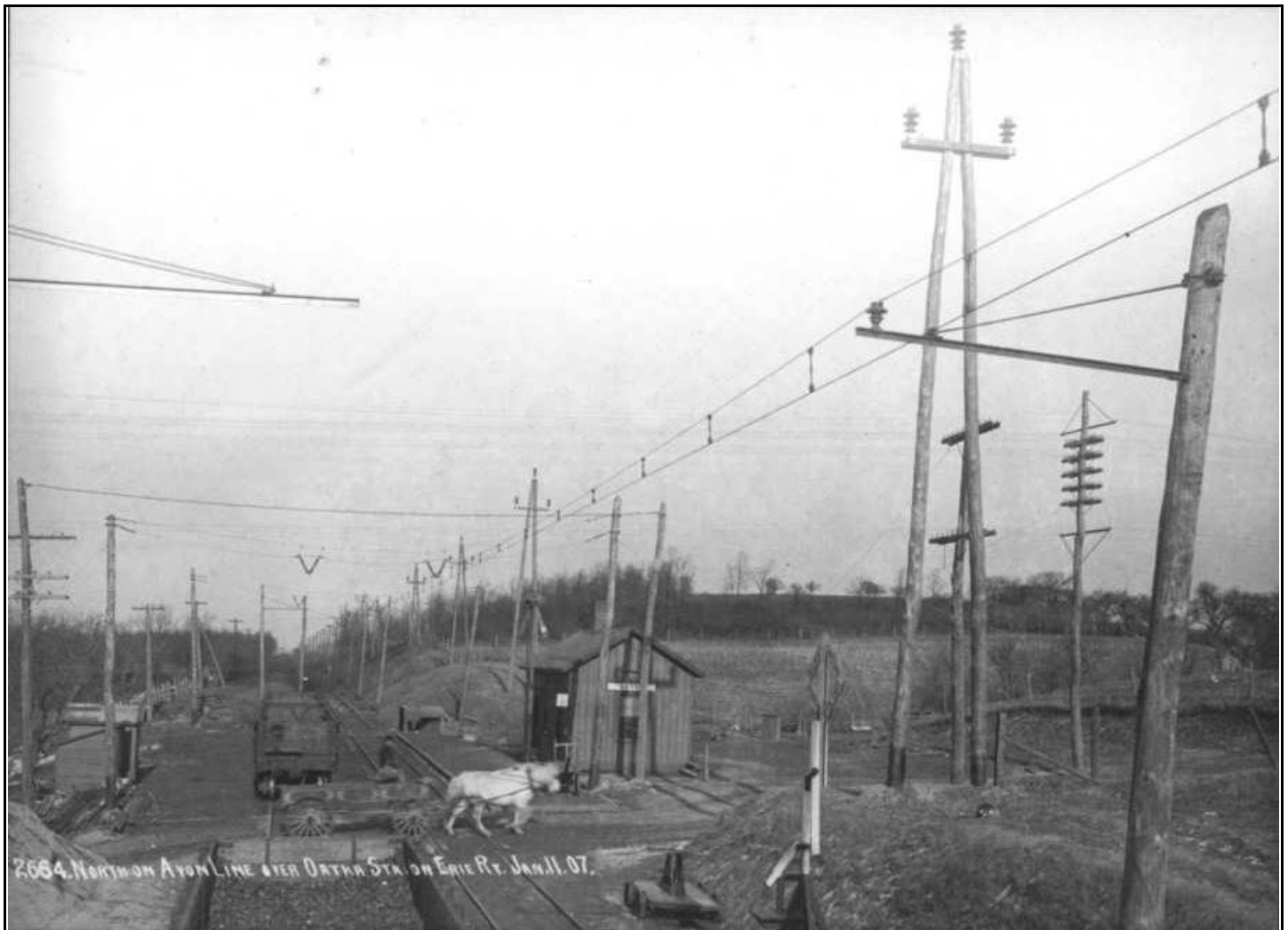
"Hats off" to Kevin!

"Diesel Days"

August 19 - 20

The museums' most popular event

Spread the word!



Writing on photo reads: "2664 North on Avon Line over (?) Oatka Stn. on Erie Ry, Jan 11, 07."

Operations began on June 18, 1907. They really moved right along in those days of "human muscle power"!

Contributors to this issue

Bob Achilles, Harold Crouch, Chris Hauf, Lynn Heintz, Jesse Marks, John Redden, Harold Russell, Jessica Stallone, and Rand Warner and various publications as indicated.

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.

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.

Oatka Picture

by Lynn Heintz

This photo was taken Jan. 11, 1907 by the engineering firm that built the electrification on the Rochester branch. It is looking toward Rochester. Closer scrutiny reveals many details and answers some questions.

The photographer was standing atop a freight car on the siding. The power line thru our site was installed to support the trolley operation and remains today with only different support towers. The trolley wire is not yet installed over the siding. There is a small loading platform where our B&O baggage car rests.

A good size embankment south of the road where we overflow park. A wooden mail crane next to that embankment (R. Warner note). The diamond crossing sign surprises me as I thought it was an NYC standard. Is it possible that it was a NY State design regulation?

There is a blur down the track which might be a moving train. As with the photo on display at the depot the topography seems too low in the area around the depot, compared to the proximity of the embankments when the chapter bought the station.

This photo comes from the collection of Ron Dukarm. He had the good fortune to find an album of about 25 images taken by the engineering firm from different points along the line.

[Editor:: What else did you find? The hand-pumped speeder? Two white horses pulling a farmer's wagon? Wood gondolas filled with ballast/cinders? A hanger in mid picture waiting for the catenary for the siding?. Note that the A-poles do not appear to have their high tension wires installed yet. The 5-arm telephone pole on the right appears to lack wires; the distance to the next pole is quite large. The depot building is thought to have become a freight house that is pictured in the print in the Industry depot, but appears to be smaller here; hypothesis is that this building was moved back when the current depot was constructed.

Operations started on June 18, 1907.]

Track & Right-of-way

Supt. Mark Pappalardo

Many thanks to Mark for picking up the torch from Randy Bogucki who is now in New Hampshire. Mark comes with many years of blood, sweat and tears experience on our track structure.

Five panels of track are now laid out north from the Restoration Building headed for Switch #7.

Grading for Switch #7 should be completed as you read this, and Switch #7 construction should be underway.

Rebuilding of BOCES crossing is almost complete.

Main line ties were being installed on the last hill leading up to NYMT.

We continue to work on drainage, and we need more weed spraying. *RW*

Track Work

by Mark Pappalardo

Mark Pappalardo and Duncan Richards, with the help of many others, removed BOCES crossing, replaced 12 ties under & just north of the crossing, sifted & tamped the existing ballast around & under these ties, and added & tamped several flatcar loads of new ballast.

Steam Dummies

by Rand Warner

As many of you probably know, steam dummies were small steam locomotives actually enclosed to look like a passenger car or freight car, in order not to frighten horses.

Steam dummies were used locally on: .. Glen Haven Line .. NYC into Genesee Brewery .. Waterloo-Seneca Falls Railway

Can anyone add info on additional steam dummies in our Rochester region?

Critter Corner

by Rand Warner

We have listed various industrial concerns in past issues of The Semaphore that we know had their own small locomotives captive on their property.

In Seneca Falls in the Gould Pump co., now part of ITT. They are no longer served by a rail connection, but back in the first half of the 1900s, they had a lot of inside plant trackage.

Does anyone know if they had their own steamers, fireless cooker, gasoline or diesel locomotive?

Upcoming Anniversaries

? **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!

? **2007, June 18:** Electric-powered cars began operating on the Erie (now LA&L) under 11,000 volts, alternating current.

How can we have significant & appropriate recognitions events & celebrations??

Gourmet Cooking

by Rand Warner

Our Tuesday night Museum volunteers get a dirt cheap, gourmet supper - thanks to Jan Dittmer, our in-house chef.

How about hots, hamburgers, potato salad, fresh veggies, home made pickles, and - oh by the way - strawberry shortcake dessert.

Can you handle that? If you can, be a part of our Tuesday work party volunteer turnout.

You need to work hard to avoid gaining weight with these great meals we are privileged to share!! Thanks so much, Jan!

Great Gardening

by Rand Warner

Thanks to Jan Dittmer for the beautification projects enhancing our Museum.

Look for very nice large planters in front of the Depot and in front of the Pine Falls.

Also look for day lilies and crocus and daffodils as the season rolls out from Spring to Fall. They are planted along our main line right-of-way.

Flowers add a lot for our visitors. Thanks so much, Jan.

Electrification

by Rand Warner

The start of regular public trolley operations at NYMT started the weekend of July 15th. For the Friday, Saturday, Sunday events, a total of 400 trolley riders were hauled on Philadelphia & Western #168.

Ten years of hard work by many, MANY people made this even possible. The overhead, substation, track wiring and trolley all were done well and performed well for this event.

Counting revenue trips, training trips and checkout trips, starting 1 April, we have probably made the best part of 100 round trips!

Great job everybody!!

Public trolley rides ...

... was the heading of a fine 14-column-inch article appearing in the July 14th issue of the *Newark Courier-Gazette*. It announced the July 15 and 16 runs at NYMT.

The article covered the history of the New York Museum of Transportation, Rochester's trolleys and interurbans, Philadelphia & Western trolleys 161 and 168, and the collections at NYMT.

Thanks to Harold Crouch of Newark who sent the clipping.

Lehigh Valley Daze

by Rand Warner

Do you realize how many local stopping points for tourists are featuring the Lehigh Valley Railroad?

Genesee Country Museum has a former LVRR Station.

Rochester Junction has a LVRR kiosk and other features.

Mendon has a LVRR pavilion and plans to add more.

Sterling has a recently relocated tower and great museum with HO layout of Fairhaven.

Manchester is home of local LVRR railfan group at NYC freight house.

R&GVRM features LVRR push car and diesel loco #211

Have we missed anything here?

Take Amtrak to the State Fair

As in past years, Amtrak New York State trains are making special stops at the New York State Fair Grounds — both coming and going from the Fair.

This is a welcomed service for those living between Buffalo and Syracuse.

Contact your local Amtrak station or call 800-USA RAIL for details.

Diesel Day T-shirt 2006 ordering

We will again be offering a new yellow Diesel Days TRAIN CREW T-shirt for 2006. I think this will be our 7th edition.

Shirts will again be \$10.00 each and I need to collect orders from people since we want to only purchase the exact number of shirts we need vs. having lots of extras. If you are interested in a shirt or shirts, please drop me an email with the size and quantity you want. We typically order only adult sizes, but if you need a child's size, we can also have them made. Please make sure you note that you need a child's size otherwise we'll assume you want an adult size.

I plan to have the shirts for the August Chapter meeting (Thurs. before Diesel Days) and also available for pick-up on both Sat and Sun. of Diesel Days. We would prefer if you could pick them up on Thurs. at the meeting since it removes one less thing that we need to do on the operating mornings. You can pay for your shirt when you pick it up. Cash or check made out the Rochester Chapter NRHS will work.

We ask that everyone who volunteers during Diesel Days wear one of the yellow TRAIN CREW T-shirts. This is one of the reasons why we stick with yellow so people can either buy a new shirt or wear one from a previous year. However, you don't need to be a volunteer for Diesel Days to order a shirt if you want one of your very own.

And now you are asking, well, what is the design of the back of the shirt? Well, it's not done yet so as soon as I have the artwork, I will send out another email with a link so you can check it out.

Please let me know as soon as you can if you want a shirt as I need to get our order in by mid-next week. Also, please let me know if you have any questions.

Leatherstocking Railway Historical Society's Cooperstown & Charlotte Valley Railroad is back in operation after a short disruption to repair flood damage to the railroad. Bruce Hodge, President, noted that the damage to the CACV was extensive, but could have been worse.

Most of the damage to the road bed was at Clintonville. At Clintonville Hill the roadbed was undercut. At Clintonville Crossing, a culvert has lost its headwall and a 90 foot section of roadbed was undercut. It was estimated that it would take a week to repair, but with generous volunteer help, leased machines and donated materials, the repairs were made in four days!

Bruce has his office in the basement in Cooperstown Junction. It was flooded with four feet of water. The furniture and many cooperate documents were lost as well as some archival material from the D&H's Oneonta Shops, but nothing of great historical or monetary value. A photographic collection was salvaged after spreading the pictures around the floor to dry out. [*RailTimes*, July 2006]

Railroad Telegraphy over the Internet

by Chris Hausler

Just to let folks know, on Monday, August 7, for the first time I set up a "real" telegraph wire at the depot for a few hours while I was acting as the day's depot guide. This was courtesy of the Internet and the depot phone line.

I had folks on the wire from all over the US and Canada checking in, thanks to the efforts of two of them, one an ex IC chief dispatcher and the other an ex CB&Q dispatcher. (For you juice fans he got his RR start before W.W. II as a crossing watchman on the CA&E, apparently where all operations department folks would be started on the CA&E.)

When I first got on the new Internet telegraph hub a few months ago, I adopted our Industry station's "office call" which was VE (Don't ask me where that came from. If anyone has any ideas I'd like to hear them. I can't make VE out of Industry or any other local name, but then sometimes office calls didn't seem to have any tie to their locality yet some others on this Erie line do.) as my own. So yesterday, for the first time in many years, at least for a couple of hours, "VE office" was once again at VE office.

The Internet telegraph hub and the terminal program which was running on my laptop are newly developed and still undergoing development. It closely mimics the classic old telegraph "way wire" which would drop into every station along the way and was a big party line. Just like the demonstration and training program already set up at the depot ("The Mill"), it is freely available for download from the Internet. (Google "MorseKOB") Several groups of our visitors got to see it in action (I ran it from about 2 PM to 4 PM). It can interface to a sounder using the same circuit that "The Mill" does and you can also connect a key to it for sending, all through the serial port on your computer.

Library Report

Charles Robinson, Chairman

The library will have its customary hours for general use Monday evening August 21 between the hours of 7 and 9 PM. You are welcome to stop by and to browse our tapes, books and periodicals for rail information of interest to you.

The library chairman has made two trips to the roof with a caulking gun to fill in slits between boards around the cupolas that, during wind driven rains, have allowed water to leak into the library. Hopefully these surprise leaks are now stopped.

Jerry Gillette and the chairman have now started to condense the Barrett slide collection by removing the non-rail slides from the carousels and storing them temporarily in a more space saving manner. The collection is so large that it is necessary to do this to save space in the library and to facilitate the use of the slides in railfan programs. The chairman has discussed this matter with Nancy Barrett who has said she does not want the other slides back and the NRHS should dispose of the slides as it sees fit. The library is not currently planning to dispose of the extra slides. [Editor: Most of these slides were taken on vacation trips and are of landscapes, often taken from the train.]

Bob Miner has again put the tapes in order on the shelves. He requests that those browsing the tape collection make an attempt to return a removed tape to its original position on the shelves.

Gale Smith continues cataloging the remaining books and other items that have been recently added to our collection.

The air conditioning at the library works very well so pay us a visit to keep cool and

Arsonist fire damages Salamanca RR station

An arsonist piled and set fire to rubbish and tires at the entrance of the former BR&P/B&O station in Salamanca, NY in early July. Fortunately the fire was confined to the entrance and did not enter the building. Damage is estimated at several thousand dollars.

The arsonist also set fire to a nearby structure. A suspect was caught later setting a fire at another location.

It must be disconcerting to the museum's volunteers who have spent many hours and money refurbishing the BR&P station to better than new condition. [Northeast Chapter, NRHS, *The Lakeshore Timetable*,

Eccentric Cranks

by Harold Crouch

NO! I am not eccentric (I Hope!!) NOR am I cranky, but eccentric cranks are an integral part of steam locomotive valve gears - Walschaert, Bakers, Southern, and a few applications where Stevenson Valve gear is moved outside of the frame.

Eccentric cranks are essential as they provide a portion of the cylinders main valve motion (slide or piston type).

One time a New York Central J-1 Class Hudson was noted running with a long cut off as seen on the valve pilot tape by the locomotive performance Dept. in Buffalo Central Terminal. Accordingly, a road foreman of engines was called to ride the Hudson to ascertain why the cut off couldn't be shortened. The Road foreman did and called back that in any attempt to; shorten the cut off, the locomotive reacted violently!

As a result, the master mechanic was called to call the Hudson in for investigation. It turned out that some one had applied a Freight engine eccentric crank to one side of the Hudson! Different valve travel. With the proper eccentric crank applied, the Hudson could then be hooked up to the "Company Notch" - to save fuel and water!

One day a mallet type locomotive used in hump pusher service came into Dewitt engine house for its annual inspection (East Syracuse, NY). Here it was found that one of the engine's tires was near the condemning limit, thus the eccentric cranks, main rods, and side rods were taken down and the mallet moved over to the drop table where the engines driving wheels were removed so the tires could be re-machined back to new dimensions.

While the Mallet was gone from its pit, a laborer piled all the "bit and pieces" into one pile! When the Mallet returned to its pit, the side rods, main rods, and eccentric cranks were reapplied. On being fired up one again and the throttle opened, one engine went in one direction while the other engine went in the opposite direction! The eccentric cranks had been mixed up! most embarrassing!! This is no different from today when electricians get traction motor leads mixed up on diesel-electric locomotives!

Back during WWII, Alco, Baldwin, and Lima locomotive works built steam locomotives for the Armed Forces primarily for use overseas. On being constructed, the locomotives were taken to the docks for transshipment overseas where they were fired up for the first time.

One day the Saudi Arabia Railroad

received a new locomotive, which was moved into the engine house. On being fired up, a hostler wanted to back it out onto the turntable. Instead, he put a new door in the engine house! It was quickly learned that this locomotive would go the opposite way the reverse lever in the cab was set, i.e. to go forward, the reverse lever as pulled back; the back up, the reverse lever was pushed forward.

Every one got used to it, and the locomotive ran well, even a sign was placed in the cab to this effect in both English and Arabic language. Later the locomotive was transferred to another division and those boys put a new door in their engine house! In due course the locomotive was due for a hopping. Here it was found that the eccentric cranks were 180 degrees out of phase. Thus the eccentric cranks were set correctly and the sign taken down. The locomotive went back in service, BUT everybody remembered tat engine number and so more new doors were added to the engine houses!

Thus it pays to check the setting of



Editor's Corner

Harold Crouch, in his note, verifies "Senior Moments"!

Mark Hare has been assembling and writing about "Senior Moments" from subscribers in his columns in the *Democrat and Chronicle*.

Three ways to ride the Adirondack Railroad:

1. Go to Utica and travel on it from there.
2. Contact the Central NY Chapter, NRHS and join them on a round trip on Sat., Oct 21. Fare from Syracuse is \$62 adults, \$57 for seniors. Contact George Read, 315-469-0864 or americanraillink@twcnv.rr.com.
3. Koning DayTours has two tours: Oct. 5 and Oct. 12 to Old Forge by bus, Adirondack RR from there to Utica, bus back to Rochester; \$86. Call 585-385-0670.

Update on the Empire State Express Cars

by Bob Achilles

Work on the Empire State Express cars located in Newark is continuing. The first three end door windows were covered and Ontario Midland switched out the coach with the frozen pedestal liner. In a three day effort the car was jacked up, the journal housing freed up and the car lowered back on the rails. It has since been reinserted in the train by Ontario Midland.

All 14 of the AEI tag mounting plates have been installed and the hardware for mounting the tags obtained. One of the tags will be installed to check the mounting procedure and the rest set aside until it is time to move the cars. Also, as a precaution the remaining end door windows will be covered. The material is on hand and installation has started.

All of the cars will need identification labels installed before the move. The former postal car already has them and they will be installed on the coaches as soon as they are made. In addition an air conditioning condensate drain line has developed a leak and will be patched. As part of the ongoing security work the plywood covers over some missing windows in the former postal car will be replaced with plastic to improve the interior lighting. Finally, covers will be made for the rear of the high voltage plug holders to keep road dirt from fouling the plugs when the cars are moved.



Empire State Express cars sitting in former PRR yard at Newark.



View showing car jacked up resting on jacks and jack stands.



Close-up showing journal dropped out of truck. [Photos/captions by Bob Achilles]

Rochester Chapter National Railway Historical Society
The Semaphore
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Chapter Meeting & Program:
**A Very Special Assembly
 of Rides**
 (Begins at 6 PM)
**Thursday, August 17,
 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				
\$3,000				
\$3,000				

InterNet (World Wide Web) addresses:
<http://www.rochnrhs.org/>
<http://www.rgvrrm.org>