



The Semaphore

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

September 2006
Volume 49, No. 1

Program for Sept. 21:

Nickel Plate Diesels

by **Bill Quick**

Bill will return with a program on Nickel Plate diesels. He and another NKP fans enlighten us on NKP involvement in the Buffalo area about a year ago in a well received program.

This program will extend our knowledge of this railroad in its later years.

Bill is from the Buffalo area and is a member of the Nickel Plate Historical and Technological Society and also that Society's chapter recently formed in the Buffalo area.

Place: 40 & 8 Club, 933 University Ave.

Meeting at 7:30

Program follows at about 8

Store will be open before the meeting and at intermission.

Guests are always welcomed!

Future Programs (Subject to change!)

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

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:00 PM

Monday, Sept. 26, 2006

Library Phone: 872-4641

Out of the barn... At night...



As part of the program during the Chapter's August general membership meeting, a night photo session was held at the New York Museum of Transportation featuring their Car #168 live and under wire. Over two dozen photographers took part in two different setups. Here we see the NYMT's fully operational ex-Philadelphia & Western "Stafford" car #168 poking out of the NYMT's new car barn. The Rochester Chapter NRHS wants to thank the volunteers of the NYMT & Rochester Chapter NRHS who made the trolley rides and the night photo session possible for the August meetings. [Photo & caption by Christopher R. Hauf; Flashbulb lighting by Christopher Hauf & Paul Monte.]

BALTIMORE WEEKEND BY RAIL

The Rochester Chapter National Railway is sponsoring a 3-night weekend trip to Baltimore MD by rail in late October.

This escorted trip departs Rochester's Amtrak Station at 5:50 AM on Friday October 20, 2006 and returns Monday evening at 8:20 PM October 23, 2006.

The group will travel in a reserved coach on Amtrak Rochester-NYC-Baltimore over the northeast high speed rail system and staying 3 nights at the Days Inn Inner Harbor in Baltimore, walking distance from the inner harbor and the famous B&O RAIL MUSEUM. A 3-hour city tour is included as well as buffet breakfast each morning in the hotel. Baltimore's inner harbor has many museums, great shopping and restaurants. All of these are within walking distance of our hotel and reasonable water taxis will transport you to various sights.

The per person double occupancy cost is \$625.00.

We must have the final count of guests by **September 15, 2006**. [*]

For more information and reservations call: **585-377-5389**

[*; Editor: because of the late publication and mailing dates, you probably will not receive this issue before the September 15 cutoff date. So please call Jim East at the stated number to see if he can accommodate you. Your editor apologies, but the calendar rules.]

2006 Track Motor Car Operator's Schedule

Date	Operator A	Operator B	Operator C
Sept. 10...	Steve Huse	Bob Moore.....	John Tripp
Sept. 17...	Charles Marks	Jesse Marks.....	Bob Achilles; Mike Walsh
Sept. 24...	Bob Moore	Harold Russell	
Oct. 1Ryan Kane.....	Mike Walsh.....	Joe Werner
Oct. 8Steve Huse		
Oct. 15...	Harold Russell		
Oct. 22...	Emens		
Oct 29.....	John Becker....	Bob Achilles	

Depot Guides

by Dave Peet

Sept. 10	Bill Benzing
Sept. 17	
Sept. 24	Rick Israelson
Oct. 1	
Oct. 8	Bill Benzing
Oct. 22	Bob Achilles
Oct. 29	Harold Russell

2006 Special Events

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

2007 Chapter Calendars in the works

The Chapter will be offering our color calendar again this year. It will be the SAME calendar as last year except it will be for the months of 2007. The images are exactly the same. Since we only sold 50 copies of it last year, didn't have enough time to properly market it to the general public, and it was a few keystrokes to rework for 2007, we thought we would offer it again. Therefore, the info from last year's *The Semaphore* (January 2006) applies again. However, people will also be able to order and pay for their calendar via the Internet through the Rochester Chapter's online store. [CH]

More details forthcoming in the October *The Semaphore*.

Rochester Chapter receives NRHS Heritage Grant

by Chris Hauf

The Rochester Chapter and its Rochester & Genesee Valley Railroad Museum was the recipient of a 2006 National Railway Historical Society Heritage grant in the amount of \$4000.00. The funds from this grant will be used to purchase a portion of the materials such as ballast and ties for the new 1400 foot siding the R&GVRRM is planning to install to the west of the Livonia, Avon & Lakeville Railroad.

The Rochester Chapter NRHS wants to thank the National for this generous grant and for their continue stewardship of the NRHS Heritage Grant Program. While this grant will be a big help to our siding project, it only represents **FIVE percent** of the funds needed to build the siding. Additional funds are needed! While the Rochester Chapter has already met the criteria of a fifty percent match of the money through previous donations to our capital fundraising campaign, the Chapter would like to challenge any individual, group or business to help us match or exceed this grant AGAIN before the end of 2006! If you would like to help us match the grant again, please contact Jeremy Tuke or Chris Hauf or simply mail your pledge made out to the Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY

Mike Roque' elected Superintendent of Lakeshores Division, NFNMRA

Mike Roque' was elected Superintendent of Lakeshores Division of Niagara Frontier Region National Model Railroad Association.

Mike, former president of RIT's Model Railroad Club, is currently a trustee of the Rochester Chapter, NRHS.

Membership Report

Jessica Stallone
jessica@uniteu.com

If you renewed or joined before July 1, 2006 you should now have a membership card. **If you still do not have a membership card, please let me know as soon as possible (membership@rochnrhs.org).**

If you have not been getting the *Bulletin*, the National newsletter, you will be receiving all issues owed to you for this year. National is currently preparing them or mailing. Please expect to get them within a month.

Member Email listing

by Jessica Stallone

585-350-9306; membership@rochnrhs.org

The Chapter maintains an 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.

We have many addresses

by Rand Warner

Yes, Virginia, there are MANY ways to reach the Rochester Chapter and our Rochester & Genesee Valley Railroad Museum:

Mail: P. O. Box 23326 Rochester, New York 14692-3326

Phone: (585) 533-1431

Fax: (585) 359-8945

E-mail: jnmk2k@frontiernet.net (Jeremy Tuke, President) or crhauf@frontiernet.net (Chris Hauf, Corresponding Sect.)

Web sites: www.rochnrhs.org, OR www.rgvrn.org

Location: 262 New York State Route 251 Rush Scottsville Road Rush, New York

Telegraph: VE for "VE office"

[Thanks to member/telegraph enthusiast Chris Hausler for engineering this last capability to really put our organization on the map in a very unique way!]

Rochester & Genesee Valley Railroad Museum

Motive Power Report

by John Redden

Plymouth Gasoline Locomotive:

Progress continues on the 6-ton Plymouth Model BL locomotive. August was another productive month for the volunteers that are working on its restoration. Final soldering of the radiator core has been completed. The final assembly of the core with the tanks and side castings is beginning. The combined weight of assembled radiator is over 400 pounds, so when it's assembled, we will use a crane to lift it up into the locomotive.

Efforts to repair the large bronze speed-changing collar continue. Brazing up the internal diameter is almost complete. To date, about five pounds of brazing rod has been consumed on this one part!

Diesels:

The Museum hosted its annual Diesel Days weekend event during the month of August. Our trusty **EK-6** was used as a stationary exhibit at the Transfer Point, and locomotives **1843** and **1654** were used for moving passengers. The 1654 has been having some trouble on warmer days; the diesel engines were mysteriously "dropping the load". This problem occurred during Diesel Days, and was traced to the ETWR relay. Thanks to Norm Shaddick, we now have a complete set of manuals, including electrical schematics, that allowed us to diagnose this problem. It turns out that "ETWR" stands for Engine Temperature Warning Relay. Armed with this information, we did a closer inspection of number one, and located the problem; the fan belts had come off. So the locomotive was doing precisely what it was supposed to do - protect itself from overheating its prime movers. The team of Luther Brefo, Mike Roque', Chris Hauf, and John Redden were able to locate the problem, and re-install the belts, in order to get the 1654 marked up for service prior to the end of the day. Locomotive 1843 operated without incident, and the lubricating oil problem was mitigated by some preventative maintenance that had been performed by Norm Shaddick, in the weeks

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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

leading up to the Event. **NKP-79** was on standby for both days, but was not used.

We have a bit more progress to report on the **1941** prime mover restoration. Its cylinder heads have been cleaned up and checked for cracks. We will be re-installing its valves in September. Thanks to Kevin Klees for offering the use of his valve lapping tool. A number of smaller parts from the prime mover have been de-greased, inspected, primed and painted.

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

Machine shop news:

by John Redden

The three-phase converter mounting and wiring has been completed, thanks to the CS&P Department, and Jim Johnson in particular. A new motor has been ordered for our very large drill press, and was delivered at the end of the month. It is expected that this motor will be installed and the drill press will be operational next month.

Empire State Cars Update

by Bob Achilles

More work has been done on the *Empire State Express* cars in Newark. All 12 of the end door windows now have polycarbonate covers. Reinstallation of the end door window assembly on coach 5 has started. It was pulled out by the vandals in order to gain access to the cars. All 5 of the high voltage plug holder covers have been made and installed. The first of the AEI tags has been installed on the *Alonzo Cornell* postal car to check out the installation process. The other 13 will be installed when it is time to move the cars. A plan to repair the leaking air conditioner condensate line in coach 4 has been developed and will be started in September.

In the previous articles I have failed to give credit to those who have participated in these work sessions. They include (in no particular order) Dave Luca, Bob Miner, Rand Warner, Chris Hauf, Jeremy Tuke, Kevin Klees, Don Pohler and Bob Achilles.

50th Anniversary of Closing of Rochester Subway

by Rand Warner

Recognition of this milestone 50-year Anniversary was featured in many ways at both R&GVRM and NYMT this season:

At R&GVRM:

Subway Car #60, currently under restoration, available for viewing by special request.

Large display board at Depot, prepared by Chris Hauf.

Map and additional graphics for displays supplied by Otto Vondrak.

At NYMT:

Casey Jones speeder on display, and operated for demos, by Bob Mader.

Plymouth loco L-2, currently under restoration, available for viewing by request.

Subway relevant poster advertising cards displayed in P&W Car #168.

Wonderful N-scale layout of subway coordinated by Dick Luchterhand in the model railroad room.

Extensive photo display in viewing gallery coordinated by Jim Dierks, Paul Monte and

President's letter to Diesel Days workers

by Jeremy Tuke

"Thanks to all who made this event possible! I am grateful for all of our volunteers who work together so well to pull off this event. Special thanks go to the TC operators on Saturday who had to work so hard to persuade the cantankerous critters to make the hill on wet rail. Thanks to the staff at NYMT, the OD's and ticket seller/gift shop folks, NRHS train crews for safe operations, Depot guides, and everybody in general for working so well together to present our Museum to our visitors. From my perspective, all of our guests seemed to be truly enjoying themselves, and were very enthusiastic about our operation.

"Thanks again to all!!!"

Diesel Days did well considering the weather.

Saturday was not the most promising day for attendance, as showers would pop up now and then.

Sunday was much better! Head count for the two days was 569.

Chapter Receives Donations from GVT Transportation

by Jeremy Tuke

Thanks to the generosity of GVT Transportation, the Chapter has recently benefited from items donated by GVT Transportation.

On Tuesday, September 5th we received eight semaphore motor mechanisms as a donation. These mechanisms were most recently used as pedestrian crossing gate motors, converted from their original design as semaphore motors. The Chapter will be able to use these motor mechanisms on our developing signal applications.

The second item was a bit larger - a 1984 GMC Hi-Rail van/pickup used on the Depew, Lackawanna and Western, Mohawk, Adirondack & Northern, and Falls Road divisions of GVT Transportation Co. The unit has Conrail heritage, and was languishing in Brockport, NY following its last use by GVT. The truck was delivered, along with the semaphore motors mid-morning on Tuesday, and by 6 PM, thanks largely to the efforts of Bob Mader and Lynn Heintz, the truck was running and moved under its own power. Minor fix-up and service will be required, but it is anticipated that within a few weeks we will be able to add this unit to our Track Department fleet.

Thanks go out to David Monte Verde and the GVT crew that made these donations

The R&GVRR Museum's Fairbanks-Morse H12-44 #1843 waits with the Erie caboose, GE 80-tonner #1654, and the Penn Central caboose for the first passengers of the day to arrive on the Sunday of Diesel Days 2006. [Chris Hauf photo and caption]



Gas generator sought

by Chris Hauf

The R&GVRRM track department has been hard at work again on Tuesday evenings this spring and summer with plans to continue their work into the fall. To extend their work night and make things easier and safer, they have been using the R&GVRRM's 5000-watt gas generator and a set of two 500-watt work lights to light up their work area. The problem is that the 5000 watt generator is large and somewhat cumbersome to use since it needs to be taken out of its track cart mounted storage box to be run. It is just too big and too heavy for the job.

Therefore, the R&GVRRM is seeking the donation of a smaller, lighter 1500-2000 watt gas powered electric generator in good running condition for the track department. If you have something that you think might work and you would be willing to donate, please contact Chris Hauf (crhauf@frontier.net; 381-8583). Keeping our track department working effectively is a real benefit to our museum's continued safe operation of our demonstration railroad.

Contributors to this issue

Bob Achilles, James East, Chris Hauf, Lynn Heintz, Ted Jackson, Dave Peet, John Redden, Harold Russell, Jessica Stallone, Jeremy Tuke, and Rand Warner and various publications as indicated.

Wanted

Magnetic Base Grid Drill

Contact: Rand Warner, 425-8586

Opportunities

by Rand Warner

With our R&GVRRM and NYMT museums proximity to B.O.C.E.S Rush Campus agricultural activities, we have the opportunity to stage a number of themes for visiting public, such as:

-- End to end Milk - we have milk car and milk cans

-- End to end Fruit - we have refrigerator car and boxes.

-- End to end Meat - we have refrigerator car and meat hooks.

-- End to end Vegetables - we have refrigerator car and baskets.

-- End to end Grain - we have box car and conveyor.

With development of our Northwest Quadrant vision, we would have the opportunity to stage additional end-to-end special events for our visitors:

-- End to end Logging - we have flat cars and trees

-- End to end aggregates - we have hopper car

-- End to end Oil (simulated) - we have tank car.

Dale Hartnett has already started with "Farm to Market". Where do we go from here?

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.

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.

Albion NYC freight house to house genealogical collections.

by Lynn Heintz

The Albion NYC freight house is now owned by the Orleans County Genealogical Society. Restoration has begun with a NYS Parks, Recreation and Historic Preservation grant which is being used to repair the roof. The building is close to 100 years old. Some space will house the growing collection of the Orphan Train Society

Picture This

by Rand Warner

Recreating the true essence of the "Interurban Era" trolley flavor:

1. One of our many interurban cars leave from NYMT car shed - just like old times. Right now it could be P&W #161 or #168.
2. Car stops at Rochester and Eastern waiting room at entrance from East river Road, and picks up/drops off mail and passengers - just like the old days.
3. Car stops at R&SB waiting room at Giles Crossing, and picks up/drops off passengers and express, just like old times.
4. Car stops at Rochester Syracuse and Eastern waiting room at BOCES crossing and picks up/drops off passengers and drops off newspapers - just like old times.
5. Car stops at Rochester Lockport and Buffalo waiting room at Reids Crossing, and picks up/drops off milk cans - just like the old days.

All of the above scenarios are very doable with equipment and structures on hand and/or locally available!

We could really make this happen!!

Library's landlord makes improvements! We need to return



The Toddler's Workshop, from whom the Chapter leases our lot, has improved the looks around our building.

1. They installed a new concrete sidewalk, including the apron to our steps.
2. Installed landscaping blocks in front of the library, greatly improving the looks over our decaying planter barrel.

NOW, we need to return the favor by repainting the outside of the library: the siding, lower apron, steps and porches.

Our land lease expires the end of next year. So far, a suitable location to move our library has not surfaced. Any ideas?

With the above improvements, our landlord might consider extending our lease.

Can anyone volunteer to oversee this operation?

Shows, etc.

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

Sept. 17: TTCS Sale, Logans Party House, Scottsville Rd.

Sept. 23, 24: FreeMo Modular Open House at RIT

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

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

Nov. 12: The Great Batavia Train Show, Batavia Downs Gaming and Race Track, 9:30 am-3:30 pm

Dec. 9-10: New and Expanded Two Day RIT Train Show and Sale. RIT Model Railroad Club at RIT Gordon Field House, RIT Campus. 10 am to 4 pm. Contact: www.ritmrc.org/tigertracks

Mystery Photo

to be Revealed next month

This month we are featuring a mystery photo. There are three questions for you to answer about this photo.

First, can you identify the locomotive? Many of you should be able to do that.

Second, can you identify the location? Some of you may be able to do that.

Third, can you identify the person in the photo? That will not be easy; but, give it a try. Here are a couple of hints to help you. The person in the photo is a chapter member and he weighs more than he did when the photo was taken.

Next month we will have the answers to these three questions and also the story behind the picture. Stay tuned.



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??

RIT/MRC to debut FreeMo layout

RIT's Model Railroad Club will debut their FreeMo Modular layout at the Student Union from 10:00 am to 3:00 pm on Saturday and Sunday of September 23-24.

FreeMo modules departs form NMRA-style design in that FreeMo is ideal for end-to-end, rather than circuitous layouts, and involves single or two track designs at a 50-inch rail height for better viewing, operation and safer from little hands. Also it favors DCC and prototype operations.

Show is free, donations accepted. Contact: www.ritmrc.org.

BOAT TRAINS

by Ted Jackson

The term "Boat Trains" conjures up visions of trains such as the one from London to Southampton to connect with ocean liners. Though not on such a grand scale, we had such things in the Great Lakes. Some of us remember the train that ran from the Rochester B&O depot out to Genesee Docks to connect with the Coburg Car Ferry. The last one I know of was a Canadian Pacific train that ran twice a week from Toronto to Port McNichol on Georgian Bay to connect with the *Keewatin* and *Assinibola* which plied the Great Lakes between Port McNichol and Fort William (now Thunder Bay) on the western end of Lake Superior. There, they were met by another boat train from Winnipeg. This arrangement lasted until the late 1960s.

At the turn of the twentieth century, many of the Finger Lakes of New York State had some sort of local boat service. These boats would carry passengers to or from their cottages and local stores or the nearest village. Some boats also carried mail. (There is still a mail boat in the summer on Skaneateles Lake.) On a number of these lakes, a railroad track would lead right out to the dock, enhancing potential train connections. This article will deal with two of these lakes, Conesus and Hemlock. What makes these two lakes a little different is that they were both close enough to Rochester to attract some regular traffic including commuter services. We will also take a brief look at Silver Lake.

CONESUS LAKE

By virtue of being the closest to Rochester of the Little Finger Lakes, Conesus began to attract settlement fairly early. By 1900, there were already 150 cottages around the lake as well as some hotels. After what later became the Erie Railroad was finished through Livonia in 1853, visitors to the lake could take the train to Livonia and hence to the lake by local public conveyance. In 1882, a spur was constructed between Trews, now Conesus Lake Junction, and Lakeville. This line was locally built and ultimately taken over by the Erie. Now people could come to the lake directly. The two L.A. & L. tracks south of Routes 15 and 20A, now used to store cars and engines, lead directly to the former location of the dock.

The first steamboats appeared on Conesus Lake shortly after the Civil War. An account of them may be found in the book "The Diamonds are Dancing"

published by the Conesus Lake Association. By the time the rail connection to Lakeville had been made, one of them, the *McPherson* was licensed to carry 1000 passengers and the entertainment on a number of these boats included dancing and band concerts. Besides serving the cottages along the lake, a lot of the business for a number of years was due to excursions. During the summer in the 1890's, the Erie (who also owned some of the boats) ran two round trip excursions from Rochester every Saturday, Sunday and holiday. In addition, the Erie ran excursions from Buffalo (as low as 50 cents round trip including the boat ride) as did the West Shore, probably connecting with the Erie at Mortimer.

With regard to local service, some of these boats not only carried passengers and mail but also did a business in taking grocery orders from the cottagers on a morning run and delivering the orders in the afternoon. Local businesses around the Lake also focused on the trains at Lakeville. For instance, in 1903, the Maple Beach Inn near the head of the Lake on the west side had steamers calling at its dock six times a day meeting all trains at Lakeville.

And what about the trains? Generally, the boat connections were shuttles that ran between Lakeville and Conesus Lake Junction. There was a siding west of the Lakeville track at the junction where the shuttle could sit and allow the transfer of passengers. Until World War I, these shuttles generally met three trains coming out from Rochester and a like number of northbound trains. In addition, for a few years there was an additional pair of trains that ran between Lakeville and Rochester, stopping only at Avon. These were real commuter trains, making the run each way in fifty minutes.

During World War I, the Erie reduced service on the Corning branch to two trains in each direction with a corresponding reduction in Lakeville trains. Some of the boat trains were still shuttles to the Junction while others would go all the way to Avon to connect with the electric trains out of Mt. Morris. The commuter train was also gone by the end of the war. With the coming of the automobile, better roads and bus service, the boat trains ended in 1927.

HEMLOCK LAKE

If one pulls into the little park at the foot of Hemlock Lake and climbs the levee-like bank up to the lake, he or she will be presented with one of the more beautiful sights in Livingston County. With

the exception of the park, Hemlock Lake is surrounded by trees. There are no buildings. This is what it must have been like when Sullivan's army came through here during the Revolutionary War. When admiring this view, it is hard to imagine that a little over 100 years ago, this lake contained as many as 200 cottages, five hotels and a railroad.

What made Hemlock Lake different was the City of Rochester which had been using it as a water supply since 1876. By 1894, the City had constructed a second conduit and was becoming increasingly concerned about pollution of the lake. It is against this background that the Lehigh Valley Railroad entered the scene.

Until the Lake had its own railroad, travelers would take the Erie to Livonia and a stagecoach over to Hemlock Lake. The Lehigh Valley was a late entry to upstate New York, the main line to Buffalo not being completed until 1892. This line included a branch to Rochester from Rochester Junction. They also began extending the branch southward, reaching Honeoye Falls the following year and two years later continued southward to Hemlock Lake. But it was too late. The City had already commenced obtaining control of the entire lake region including a 200-foot strip around the lake. When the Lehigh arrived at the Lake they were not permitted to encroach upon this strip.

On July 27, 1895, the Lehigh Valley defied the City and extended their tracks to within fifty feet of the Lake and the first train came down to the Lake on August 5. Although the 1901 Geodetic Survey map would indicate that is as far as they got, that must have been close enough because there exists with a story about a certain engineer who, upon arriving at Hemlock Lake during a snowstorm in January 1897, thought he was only at Livonia (Livonia Center) and drove the engine right into the Lake. (Considering that the Livonia depot was a carbon copy of the one at Rochester Junction and Hemlock Lake probably had only an open shelter, that must have been some snowstorm!) There are other versions of this story, one being that it was a Lehigh official who had been imbibing, but the one thing they agree on is that the engine ended up in the Lake.

From a Lehigh Valley timetable of May 1898 and the *Official Guide* for November 1900, it appears that Hemlock Lake was served by two trains each way year-around. These trains were scheduled so that Rochesterians could spend a day at the Lake and the Lakers could spend a day in the city. There were additional excursions during the summer.

No picture of the station exists but it is thought to have been an open shelter. The Lehigh Valley also built a pavilion for the use of excursionists and purchased the Jacques House, a hotel near the end of the track, for use as an office from which their many plans for the area would be developed which included extending their branch over to Honeoye Lake and employing steamboats of their own on both lakes. As we have seen, these plans were doomed before the branch ever reached Hemlock.

And so it was that this operation was short lived. By 1902, the City of Rochester obtained title to all of Hemlock and Canadice Lakes. Most of the cottages had been removed by that time and the last of the hotels had closed in 1901. The steamboats were either scrapped or moved to other lakes, at least one of them to Conesus Lake. Apparently the only boat left was the *Morton*, a vessel used by the City both to transact business around the Lake and to haul garbage. After discarding a plan to extend their line over to Conesus Lake, the Lehigh Valley cut their service back to Hemlock.

What was surprising to me is that the most of the track between the Hemlock wye and the Lake was still in place in 1940. The late Walter Dixon and I walked some of that stretch that year. By the time we had reached a half of a mile south of the wye, there were trees between the rails but the rails were still there most of the way to the lake. One possibility suggested was that a community had been planned at the foot of the lake and this would have served them but nothing came of it. Does anyone know when this track was finally taken up? It seems doubtful that it would have survived World War II. (The leg of the wye connecting the spur into Hemlock and the line to Hemlock Lake was made up of a number of short straight sections of track - not a high speed connection!)

SILVER LAKE

We cannot end this little tale without mentioning Silver Lake. Like Conesus Lake, the Silver Lake Railway, which ran between Perry and Silver Springs on the Erie, was a local enterprise built as the Rochester & Pine Creek RR in 1872 and renamed the Silver Lake Railway in 1877. In 1883, the Rochester & Pittsburgh, predecessor of the BR&P, constructed a one-mile connection between Silver Springs and its own track at what is now Silver Springs Junction. It also leased the Silver Lake Railway for 99 years. (The B.R.& P. took it over officially in 1910.)

Considering that Silver Lake is only about a third as long as either Conesus or Hemlock Lakes, it is surprising that it had any steamboats at all - but it did. The first, the *Nellie Palmer* was launched in 1864. There were a fair number of steamboats but their use was relatively short-lived. The last of them, the *Gypsy* was scrapped in 1905. By then, numerous small personal pleasure boats were beginning to appear on the Lake.

Did Silver Lake have boat trains? We do know that some boat excursions made connections with the trains. If there was any sort of commuter service, we have no record of it. First, it was over 50 miles from Rochester to Silver Lake and Perry. (The B.R.&P. did run commuter trains between Rochester and LeRoy.) Second, the Erie and Lehigh Valley made their boat connections at the foot of their respective lakes. The Silver Lake Railway, on the other hand, hugged the eastern shore of the lake for its entire length making it easier for patrons to get to their cottages by private means. Third, being a much smaller lake made for a smaller potential business. Most of the people lived in either Silver Lake or Perry which had their own depots.

These communities were well served. In 1893, the Silver Lake Railway had three trains in each direction. All of these had connections with the B.R.& P. and two pairs had connections with the Erie. By 1916, long after the steamboats were gone, the branch had seven trains in each direction. Four pairs connected with the B.R.&P. and a like number with the Erie. As early as 1893, one of their trains went on to Rochester without changing at the Junction and this continued with the B&O until passenger service was discontinued on the Rochester Division in the early 1950's.

WHAT IS LEFT?

All that is left of the Silver Lake line is the one mile connection at Silver Springs which is now essentially the end of the Rochester Southern. All that is left of the Lehigh Valley is a short stretch between Mortimer and Henrietta. However, the Erie line to Conesus Lake is still intact from Mortimer all the way to Lakeville. As

Looking for live steam?

Finger Lakes Live Steamer will hold their annual Fall Open House at the facility located in Marengo, between Lyons and Clyde. The dates are September 23 and 24.

Go to FLLS website for a detailed map to the area: www.fingerlakeslivesteamers.org.

I missed going to the Spring Open House, but plan on making the Fall one. They operate on several different gauges. The larger one, allows them to pull cars for visitors to ride over a fairly lengthy road.

Engines include live steamers, gasoline and electric (battery powered). To be sure you catch seeing steam, go earlier in the day before the owners start dropping the fires.

Their facility is impressive, with a covered loading platform and a permanent club building that includes kitchen and machine shop facilities.

Steam Pageant Show

by Gale Smith

For non-railroad steam, visit the Steam Pageant show off NYS route 5 east of Canadigua in the middle of August.

It has been about ten years since my last visit, and a lot has been added, including several permanent buildings on concrete foundations.

Lots of steam traction engines doing their thing: pulling plows, operating a saw or shingle mill, or trashing grain.

Most impressive was a new building housing several large stationary steam engines in operation with steam provided by a large wood-fired boiler next to the building. One is pictured below with a visitor for size comparison. To its right was a larger one driving an alternator, which almost dwarfed the engine in size.

A battery of Maytag washing machines were lined up like soldiers. Vendors everywhere.

My father ran a trashing ring and had a Rumley Oil Pull tractor and Huber grain separator. There were about 15-20 Rumley tractors there in all sizes. Found the one like my father's — but won't you know it — ran out of film right at that moment!

Trolley #168 Running Schedule

The public running of P&W Car #168 is set for Sundays of:

Sept. 10 and Oct. 15

during regular NYMT's Museum hours in conjunction with normal Track Car operations.



Rochester Chapter National Railway Historical Society
The Semaphore
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 Rochester, NY 14692-3326

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Chapter Meeting & Program:
Nickel Plate Diesels
 by **Bill Quick**
7:30 PM
Thursday, September 21,
2006
40 & 8 Club
933 University Ave.

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>