



The Semaphore

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

March 2007
Volume 49, No. 7

Program for Mar. 15:

Member's Slide Night & More

by Chapter Members

For the program this month, we welcome members & friends to share their own pictures and more. We will have both a Kodak Carousel slide projector for film images and a laptop/digital projector for those who may want to show their digital images.. We will also have tables setup if anyone would like to bring railroadiana, photographic prints or models to display and share during the meeting. To allow everyone a chance to show their images, we ask everyone to please limit their shows to around 2-3 minutes which is approximately 20 images.

For questions, please contact Chris Hauf, 585-381-8583; crhauf@frontiernet.net. There is no need to "sign up". Just come on out and bring your images or other items to display. [Chris Hauf]

Store open before & after meeting
Business meeting: 7:30
Intermission for setups
Program follows
**Guests and Visitors ALWAYS
Welcomed!**

Future Programs (Subject to change!)

2007

Apr. 19: Rochester Syracuse & Eastern: Stations, Structures, Past & Present by John Stewart [Program change]

May 17: Montour Railroad, by Bill Bigler

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, March 18, 2007

Library phone: 872-4641

Rochester Chapter NRHS 2007 Banquet

When: **Sunday, June 3, 2007**

Where: **Hawthorne's Restaurant**, 3500 East Avenue, Rochester, NY

Cash Bar starting at 6:00 PM ; Dinner at 7:00 PM; Program and speaker to follow

Buffet Dinner:

Salad with dressings - Warm rolls and butter - Chef's specialty salad - Pasta marinara - Chicken French - Carved roast top sirloin of beef, au jus

Roasted red potatoes - Chef's fresh vegetables

Desserts: Deluxe coffee station with whipped cream, cinnamon sticks and chocolate shavings - Gourmet cookie bars - Cannoli Cream puffs - Petit fours - Chocolate mousse cups - Chocolate dipped strawberries

Speaker: TBA

Reservations are only \$35.00 per person.

All attendees will receive their very own Commemorative 2007 Rochester Chapter Collector's Mug, featuring a special piece of equipment!

Make your reservations now by sending a check made payable to **Rochester Chapter NRHS** to:

NRHS Banquet, c/o Jessica Stallone, 60 High Manor Drive Apt 1, Henrietta, NY

Rochester Chapter, NRHS is pleased to announce a trip on the **Tioga Central Railroad**, in scenic Northern Pennsylvania. The excursion includes round-trip motor coach from the Rochester area, a four-hour, 64-mile round-trip train ride, and, of course, dinner on the train.

Date: Saturday, June 30th.

Price: \$85.00 per person. This includes deluxe motor-coach round trip, the train ride, dinner, snacks, and gratuities.

Our meal will consist of a barbeque dinner, with all of the trimmings. Included will be a combination of barbecue chicken and ribs, green beans with pearl onions, scalloped potatoes, dinner rolls and butter. Dessert will be a selection of strawberry shortcake, and homemade pies. Beverages will include lemonade and iced tea. Please note that certain side dishes may be changed due to availability.

We will be departing from the "Park and Ride" parking lot, located at Rte 390, exit 11, at 1:00 p.m. sharp. The estimated return time is about 11:30 p.m.

The Tioga Central Railroad operates on a portion of the former New York Central's Pennsylvania Division between Wellsboro, Pa. and Corning, N.Y. The railroad uses diesel locomotives, all of which were built by American Locomotive (ALCO) of Schenectady, NY. Weather and schedule permitting, there will be one or two photo-runbys. In addition, and if the schedule permits, we will operate over some rare mileage between Wellsboro Junction and the village of Wellsboro.

Reservations may be sent to:

**John Redden, 104 Courtshire Lane, Penfield, NY 14526
(585) 388-9124**

Seating is limited, so early reservations are strongly encouraged. We must have your reservations no later than June 16. *The general public is also being invited, using James East mailing list. So if you are interested — reserve your place soon!*

2007 Track Car Training Schedule

(For full schedule, see either Jan. or Feb. The Semaphore)

Operators should be a member of either the Chapter or NYMT.

All sessions are at New York Museum of Transportation, 6393 East River Rd. Entrance is through the office door at the rear of the building.

No reservations necessary for the Classroom sessions, which will be held in the Gallery Room.

ALL operators must attend **both** a class room and hands-on session. Experienced operators must operate both track cars. New operators will receive additional hands-on training from start-up to storage of track cars and and trailers and extra running time.

Classroom instructor will be Harold Russell.

Date	Type	Operators	Time
March 24	Classroom	Experienced & New	9-10 AM
ditto	Classroom	Experienced & New	10:30-11:30 AM
March 31	Classroom	Experienced & New	9-10 AM
April 14	Classroom	Experienced & New	9-10 AM
April 21	Classroom	Experienced & New	9-10 AM
ditto	Hands-on	Experinced A thru H*	9-12 AM
ditto	Hands-on	Experinced I thru M*	1-4 PM
April 28	Hands-on	Experinced N thru S*	9-12 AM
ditto	Hands-on	Experinced S thru Z*	1-4 PM
May 5	Hands-on	New	By Appointment **
May 6	Classroom	Experienced & New	9-10 AM
ditto	Hands-on; make up	Experienced: A thru Z	9-12 AM
May 12	Hands-on	New	By Appointment **

A minimum of two hours operation with each of two track cars.

* The initial refers to the first letter of the student's last name.

** New operators should schedule their 'hands on' operating time by contacting Harold Russell, 427-9150 or <haroldrussell@juno.com>, after March 19.

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

NOTE: If a RED dot appears by your address label, Jessica records indicate you HAVE NOT renewed and this issue is the last you will receive!

If you did not already renew, please take the time to renew your membership now. You must renew by March 15, 2007 in order to continue receiving *The Semaphore*. Without renewing your membership or your *The Semaphore* subscription (several subscribers renew subscriptions on the calendar year), March will be the last *The Semaphore* issue you receive.

If you need a replacement renewal form, please contact the membership chair.

Jessica Stallone
Membership Chair
membership@rochnrhs.org
(585) 350-9306

Chapter & National dues

Regular: \$42.00
First family member: \$11.00
Additional family members: \$4.00 each
Local member: \$20.00 (Primary membership in another Chapter)
Subscription to *The Semaphore* only: \$10

Another "Mystery Photo"



Here are the questions (and some clues):

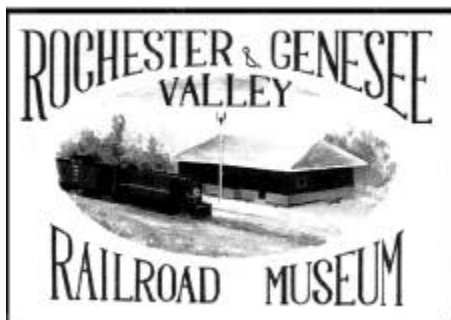
1. Both "gentlemen" are Chapter members; who are they?
2. Identify the locomotive
3. Identify the location
4. Extra added bonus: Describe the significance of this locomotive, to the R&GV RR Museum collection.

Answers and details on Page 7.

New Lanterns are in!

Our order of Star Model 500C Car Inspector's Lanterns is in. They are \$24.95 + tax; get them while they last! [Available at our Store]





Motive Power Report

by John Redden

As the temperature plummeted, and the snow piled up around Industry during February, our Motive Power volunteers continued to chip away at our various projects.

Gasoline Locomotives:

Plymouth BL: Progress on the Plymouth locomotive continues. Forming the sheet metal that covers the roof area of the engine hood has been started. Three out of the eight sheets that cover the engine canopy frame have been shaped and installed. These sheets start out flat and are carefully formed over the wooden frame, and then holes for the fastening nails are drilled. Then, the nails are used to affix the sheets to the wooden frame. Construction of two additional sheets has been started.

Diesels: Dave Peet has ordered, purchased, donated, and delivered a set of three new fan belts for the **1654** number one prime mover. These will be installed as soon as the weather permits. Thanks, Dave.

The valves for the 24-RL control valve for the air brakes on the **LV-211** have been completed at our AAR-certified brake shop. Once these valves have been returned to Industry, they will be re-installed. The frame-to-truck hoses for the 211 have been removed for replacement.

During the month of January, we had an unexpected opportunity to purchase some rebuilt fuel injectors for the **RG&E 1941** number one prime mover. Joe Nugent, Luther Brefo, Norm Shaddick, and John Redden all chipped in to purchase these three injectors. This will improve our likelihood of a successful start-up of the 1941, and will provide us with some valuable spares. With a locomotive that is over 65 years of age, we need to seize these opportunities when they arise, and we thank the generous donors for permitting us to capitalize. Later in the month, Dave Chapus and John Redden worked on getting the oil pan cleaned up, and ready to install on this engine.

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

Steam:

On the steam front, Kevin Klees made an adjustment in one of the holes for the Heisler front coupler block, and he offered to mill the rear coupler block with a slope on the top edge, as well as a drip edge, on the bottom. Thanks, Kevin.

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

Fork Lift Report

by Rand Warner

Ford 4000: Bob Mader and Norm Shaddick removed all accessories, radiator, etc., surrounding the engine, so it can be removed for clutch replacement. Bob, Dan Waterstraat, Art Mummery and Rand Warner got the front (rear?) counterweight removed and the front stub frame pushed forward so the engine can be hoisted out. It should be out by the time you read this issue.

Hysler High Lift: Diesel engine was removed for rehab work by Art Mummery, Chris Hauf and Dan Waterstraat.

Towmotor Fork Lift: Some engine work by Dick Bean. Steering drag link broken. Needs further TLC.

Lull Fork lift: Operational when stored. Needs TLC for spring startup.

Bobcat Skid Steer: Looking for small forks to adapt to this unit. Presently operational and in use with snow bucket. Also looking for aggregates bucket.

Ambiance

by Rand Warner

Outdoors:

We now have appropriate kegs, barrels and milk cans placed at stations at R&GVRM and NYMT ends of our line. We hope to add milk can pickup platforms in the future.

Indoors

We now have antique enameled coffee pots displayed in the Agents Office at the Depot, and in all our cabooses with stoves, in use by the public. These coffee pots are used for hot cider at some of our special events.

Water & Sewer Services

by Rand Warner

New York State Office of Children and Family Services has advised people occupying former State School properties north of NYS Route 251 regarding shut off of State School water and sewer connection effective 1 May 2007.

Your officers and Museum Staff have been investigating options for water service. Our Museum already has a septic system, as does the rest of the Town of Rush.

We have also obtained maps of water and sewer pipe layouts in the surrounding State School lands.

Representatives of both NYMT and the Chapter are working with elected officials to work out a permanent solution.

We will keep you advised as we progress.

Chapter sponsored 2007 Escorted Rail Journeys

Pre-Christmas escorted trips to New York City via Amtrak.

Trips prices have not been confirmed, but it is necessary for us to make reservations 11 months in advance. Thus the prices herein were for 2006 (\$650 to \$775 per person, double occupancy), depending on day of the week and number of days in New York. Anticipate a 6% increase.

This includes coach fare on Amtrak, hotel, transfers Penn Station; 2 or 3 breakfasts, 1 dinner, baggage handling, taxes and orchestra ticket for Radio City's Christmas show starring the Rockettes. If you are interested in a Broadway show instead, Jim will assist you.

Trip #1: Leave Rochester on **Thursday morning, Nov. 29 and return on Saturday evening, Dec. 1.**

Trip #2: Leave Rochester on **Friday morning, Dec 7 and return on Monday evening, Dec. 10.**

NOTE: The New York trips must be reserved by March 15, 2007.

Great Homes Spring Trip to Newport, RI, Foxwoods, Hyde Park, NY

Departs on **Tuesday morning May 29 and returns of Friday evening June 1 (4**

(Continued on Page 6, Col. 1)

Live Steam in New York State

by Rand Warner

2006:

To our knowledge, Finger Lakes Live Steamers at Marengo, near Lyons, was the only group operating steam on rails in New York State.

2007:

Arcade & Attica RR has been reassembling their 2-8-0 #18, after more than \$100,000 of work, and hope/plans to be in operation again this year.

The Finger Lakes Live Steamers have scheduled Open House for two weekends: June 22-24, and September 21-23. Public is invited and can ride their smaller scale trains.

2008:

Wouldn't it be great to have our 0-4-0F (fireless) Heisler in operation? With lots of your help, and a modest amount of money, we could make it happen!

ALSO:

We hear about one or more steam locos going live in the Dunkirk area in the near future. Who can help us with more complete information?

Special Events for 2007

Sunday, May 20: Opening Weekend

Sunday, June 17: Caboose Day

Sunday, July 15: Trolley Follies

Saturday, August 16 and Sunday August 19: Diesel Days

Contributors to this issue

Harold Crouch, Jim East, Bill Estes, Chris Hauf, Chris Hausler, Lynn Heintz, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as indicated.

Anniversary

by Rand Warner

This year, 2007, will be the 25th anniversary of Annual Summer Picnics at the Depot. The first picnic there was held in 1982. Greg and Lonna Sullivan still have their original ticket from the Second one in 1983. Who still has one for 1982?

Excitement Alert!

by Rand Warner

Electrification

At the NYMT north end, preparations are underway to extend the active overhead distance by almost another 100%!

Backbones, pull-offs and down guys are in fabrication by Charlie Lowe, Bob Achilles and Co.

As soon as weather permits Rand Warner will be adding additional rail bonds at the car barn, south loop leg, and north of loop switch to Giles Crossing.

Other rail bonds are already in to well south of the BOCES crossing.

Poles are up almost to the end of the S-curves.

All overhead contact wire and hardware are on hand.

Pole arm bracket assemblies are made up in advance.

We have a good operational bucket truck and auger truck ready for use as weather permits.

Trolley operations will be much more realistic and interesting as we lengthen the route.

We look forward to his operational enhancement with much excitement!

Shows, etc.

March 10-11: Rochester Model Railroad Club Annual Show, First Universalist Church, 150 Clinton Ave South; Sat: 10-5; Sun. 1-5 *

March 10-11: Greenberg's Great Train Expo, Dome Center, Henrietta, NY *

March 16 & 18: Niagara Frontier Region Convention. Based in Rochester. Clinics and local layout tours. Mike Roqué is chairman. See story on the right.

April 28 & 29: Finger Lakes Railfair; The Field, NYS Route 34, 4 miles north of Route 13, Ithaca, NY. Info: karneysm@stny.rr.com. [*American Rail Link*]

April 29: The New York Central System Historical Society 2007 Convention will host a "Rare Mileage Trip" on this Sunday at 9:30 a.m. The 80-mile roundtrip from Lockport to Brockport and return. Price of \$45 includes a tour of the Medina RR Museum and box lunch. Phone 716-839-5570 or go to <http://www.nycshs.org/tripflyer2007.doc>.

[* Ref: *Rochester Model Rails*, Dec. 2006]

Mountain Railroading

You say you want to see some rugged mountain railroading ... OK-how about real life 3% grades and 23 degree curves on the R&GVRM trackage? How about 11% grades and 38 degree curves on the NYMT trackage!

Feel free to join our trains, trolley and track car crews but only if you respect safety, demonstrate skill and have received both class room training and hands-on certification. How? See page 2.

Northwest Quadrant

As soon as weather permits, we will be prepping our new access area to the west of LA&L RR for temporary parking of heavy equipment.

Then we will relocated our heavy construction equipment to permit site preparation for our new siding.

LA&L RR will install a new switch and R&GVRM will install a new siding.

Then we will relocate our excursion trainset from Newark to the siding.

And as we continue to acquire more land, we will be extending trackage to the Genesee River boundary.

And adding industrial technology exhibits along the way!

NFR Convention: March 16-18

FWIW, RITMRC and the Lakeshore Division of NMRA are co-hosting the 2007 NFR Convention ("Flower City Flyer") on March 16-18, which will include clinics, local layouts and tour of the RIT Model Railroad Club and "Free-mo". This is a new concept in portable HO layouts: 'do what you want as long as 1) the table height and 2) end connections meet specifications'.

Chapter member Mike Roqué is chairman for this convention, based in Rochester.

Visit our Websites for color!

Our webmasters put current and past photos, in color, on the Chapter's two websites: www.rochnrhs.org, or www.rgvrrm.org

Library Report

Charles Robinson, Chairman

The library will be open for regular use Sunday afternoon March 18 between the hours of 2 and 5 PM. It is possible that some of the bookcases may be packed up and possibly moved. So come on out before we are completely gone.

As indicated above, we are in the process of preparing the move of the library to the new location in the 40&8 Club. We have boxed the Barrett slide collection and the timetable collection. The Barrett bookcases along with books and photo albums in those cases will be the first to go once the new library room is ready.

Gale Smith is looking through the Eastern US surplus rail books to determine if the library should maintain a back up copy in storage of important books as a replacement if the single copy on the shelves should turn up missing in the future. It is important that the surplus book issue be solved before we move.

Jerry Gillette and the library chairman are poking around in other places in the library looking into the miscellaneous boxes and cabinets to determine if their contents are worth saving.

The library furnace is satisfactorily heating the library. Hope to see you at the library while it is still in Webster.

+++++

Library and Archives

by Jeremy Tuke

On Sunday, March 4th, John Stewart, Steve Huse and Jeremy Tuke relocated four safes containing archival material and photographic negatives, and over a dozen archival storage boxes from the archive room at NYMT to the Climate Controlled Self Storage (CCSS) facility in Webster, NY. As of this date all of the Chapter's archival safes and publications inventory has been relocated to this new facility.

Additional items will still need to be relocated from the current Webster Library location to the CCSS, however this activity will likely wait until after the lending library books have been moved to the new Library room at the 40&8 Club on University Avenue.

Thanks also to Al Emmons and Dick Luchterhand of the NYMT for assistance

A Trip to Maine

by Harold Crouch

One time Ontario Midland RR at Sodus, N.Y. was in need of two Alco Model S2 Diesel-electric locomotive trucks. It was learned that the Maine Central RR at Waterville, ME had retired one of these units and was about to scrap the unit. Accordingly, arrangements were made to purchase the two trucks with the stipulation that the traction motors would be removed, as the crane capacity at Sodus could not lift an entire truck. A low boy was rented and driven up to Waterville, ME.

Meanwhile, the late George Hockaday and I drove up to Waterville, arrived ahead of the low boy. On our arrival, the traction motors were still in the trucks. Locating a large piece of cardboard, it was slid under the traction motor cases as it was March with snow still on the ground. I crawled under the motors to removed the bolts that hold the spring nest in place. With the traction motor suspension bearings removed, the traction motors were lifted out.

The low boy arrived and the truck frames, wheel sets and traction motors put aboard and tied down for the trip back to Sodus. Then George and I went "upstairs" to obtain some spare parts - both mechanical and electrical.

With about three-hundred pounds of material in the car, George and I started down I-95 towards Boston, Mass. With George
>>>>>

driving. Just below Portland, ME, it began to snow and the closer we got to Boston, the deeper it got! The intention was to get off at the I-95/495 exit to go to visit a friend of George's in Franklin, Mass. George kept asking where are we? The snow had completely obliterated all the highway signs and all we knew was that we were on US #1 and if we continued, we would be in Florida!

As a result, we missed I-95/495, route 128 and I-90! Finally, we took a chance on getting stuck as the snowplows hadn't been out yet, to find that we were one exit past I-90. Getting turned around, we went west on I-90 to the I-90/495 exit. On leaving the toll booth, a phone booth was spotted and George called his friend who came and ferried us to his home in Franklin.

On arriving at Franklin, a message awaited us. The Alco S2 of the Southern RR at Roaring Springs, PA could not move! Getting the wiring diagram out and burring some "midnight oil", a list of items to check was made up. The next morning, the boys at Roaring Spring were called to give them the list and that we were starting for home, but would call them in a little while, which we did. They had gone through the list, but the locomotive STILL wouldn't move! During the conversation, it was mentioned that the little red light in the electrical cabinet was on! The safety control had tripped. Push the reset button! This was done and the locomotive then ran as intended! So we made it home!

Quit a trip!

Senges suspends "RMR" publication.

e-mail from Bill Estes

Richard Seneges, who publishes *Rochester Model Rails*, a very informative web newsletter on Rochester and surrounding areas of model railroading, has suspended its publication with the 50th issue.

His reasons were personal obligations and the lack of feedback about the newsletter. Your editor will miss it, not only for the informative articles, but also as a source of upcoming shows. About two years ago, Dick presented a program for the Chapter on the Oil Creek Railroad in northwestern Pennsylvania.

Thanks Dick for your efforts!

Track Department

by Rand Warner

Several recent wrecks in the area have prompted a lot of "heat" in the local media regarding track inspection, etc.

On our R&GVR/RYMT main line, we have performed many levels of track inspections.;

1. Local area inspections by assigned Section Forman.

2. End-to-end inspections using rolling rack gauge, by Track Superintendent

3. End-to-end walk through with Tom McTighe, Jr., LA&L RR Chief Engineer.

4. Electromagnetic rail flaw inspection was made.

days, 3 nights) (From Page 3)

Escorted Rail ...

Double occupancy per person: \$595; Triple: \$555; Single: \$750.

Amtrak to Albany; motor coach to New London, CT; cruise on Sea Pony Tours; Foxwoods, CT with two nights in the Two Tree Inn (AAA 3-diamond property); 2 breakfasts and 2 dinners.

Wednesday: depart Two Trees Inn to Newport, RI, lunch and touring the Marble House and Rosecliff; return to Two Trees Inn.

Thursday: late morning, depart for Hyde Park, tour of the Culinary Institute of America followed by dinner there (included). We will be staying at the Holiday Inn Express.

Friday: depart for Vanderbilt Home and touring Hyde Park; Reinbeck Areodome for antique airplanes and automobile. Depart Albany for Rochester, arriving about 8:25 PM.

Fall Foliage Tour: Lancaster, PA and the Amish Country

Departs **Friday morning October 19; returning Monday evening October 22** (4 days, 3 nights)

Double occupancy per person: \$845; Triple: \$790; Single: \$1017.

Depart Rochester or Syracuse Amtrak Station to Albany, where we reboard Amtrak for Lancaster and Hawthorne Inn.

Saturday: tour of Amish country side, with professional guide, ride on Strasburg Railroad, see "Cabaret" at Dutch Apple Dinner Theatre.

Sunday: depart for Hershey, PA and tours of the area.

Monday: after breakfast, depart Lancaster for NYC, and Rochester arriving at 8:25 PM.

For more details: Contact: James East, 35 Cambridge Court, Fairport, NY 14450-9175;

Take a look!

Our websites are:

<http://www.rochnrhs.org>, and

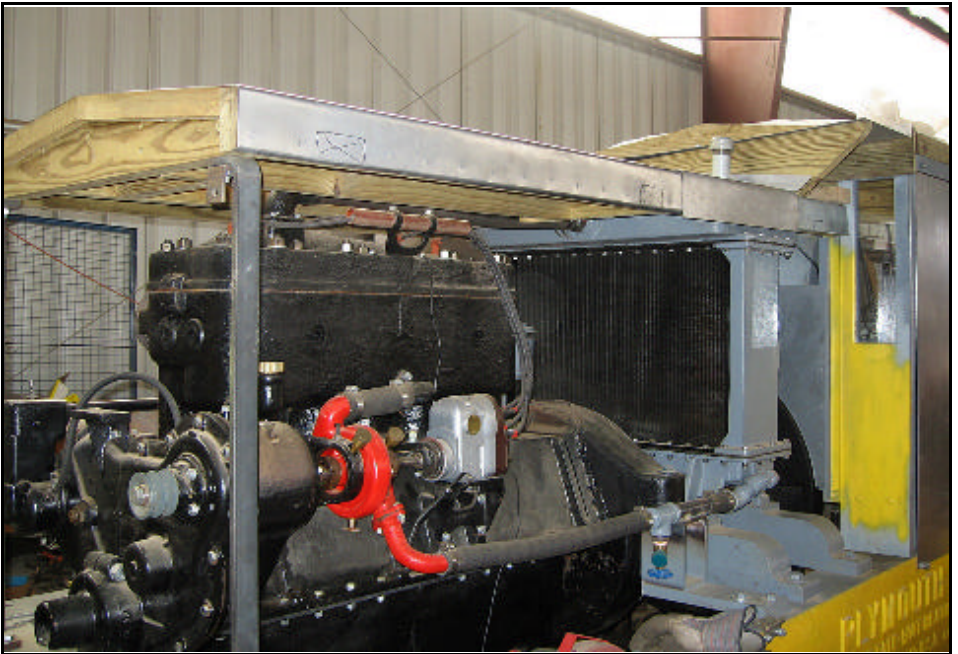
<http://www.rgvrrm.org> (corrected address)

All in glorious color!

Visit the 2nd URL to see several videos of the BL locomotive under power going up and down on the test track!



Museum volunteer, Joe Nugent, wipes down the ceiling of GE 45-tonner, RG&E 1941, in preparation for primer and new paint. Joe and Luther Brefo have been working together on the cosmetic restoration of 1941's cab. [Chris Hauf photo & caption]



Follow-up on:

Tour of Buffalo Central Terminal

by Lynn Heintz

Lynn is still taking reservations for this proposed tour of Buffalo Central Terminal. The tour, about 2 to 2-1/2 hours, will take us to areas not seen by the general public. Each tour will accommodate 15-20 persons with a maximum of two tours. There will be dark areas, stairs to climb, so work shoes, flashlight and jeans are suggested. It will be after April 1st. That is next month! So if interested, contact Lynn ASAP at either 343-3873 or e-mail: lheintz2@rochester.rr.com.

He had asked for either a Saturday morning or afternoon, or Sunday preference. To date only one person indicated a Sunday.

The Plymouth BL has been having its cab and engine hood sheet metal installed. Some portions of the engine hood sheet metal have already been completed and formed around the wooden frame as shown here. [Chris Hauf photo & caption]

2007 National NRHS Convention

"Chattanooga Rails 2007", the 2007 National NRHS Convention, is August 21-25.

Pre-registration (\$15) can now be made. Write to Chattanooga Rails 2007, 2025 Zumbel Rd., PMB 87, St. Charles, MO 63303-2723. Consult your October issue of *NRHS News*.

A pre-reservation form was inserted in the February issue.

2007 RailCamp Sessions

One Basic RailCamp is scheduled for Steamtown National Historic Site, Scranton, PA for July 8-15, 2007.

A second Basic RailCamp is scheduled for Nevada Northern Railway, Ely, Nevada for July 23-29, 2007.

The Tuition/Costs for the Steamtown site is \$800 if paid in full by April 1st; \$900 after April 1st.

For the Nevada Northern site; the fees are \$750 if paid in full by April 1st; \$850 after April 1st.

High school boys and girls who are currently, Sophomores, Juniors, or Seniors (class of 2007). Individuals who enter the Freshmen year in 2006 or Seniors in the 2006 Class may be admitted to the program in the fall of 2007.

Further information and applications are available on the web at: www.railcamp.com/offerings.htm.

Answers to Mystery Photo on Page 2

1. Gene & John Redden, about the Summer of '72

2 & 3. It is Penn Central RS-3 #5441 in the Olean yards; it was originally PRR 8441.

4. 5441/8441 was one of the same eleven-unit order as PRR 8445, which eventually became our LV 211.



Editor's Corner

I apologize if you received your February issue on or after the February's program.

Because of personal scheduling conflicts, this *The Semaphore* was not printed and mailed until the Thursday preceding the program date. It did enter into the USPS mail stream that day. But then 'Mother Nature' did its best in slowing things down with several snow storms, including the now famous Valentine Day storm.

And on the day of the program the weather was not much better. I started for the 40&8 Club, but the streets, at least in Irondequoit, were treacherous, so returned home.

Ice dam problems! I'm sure you have heard of them! I endure them every winter. Got some big ones, even on the South side of the house. Plenty of snow on the roof, so the attic insulation must be good, but it was probably stuffed into the soffit areas. Had promised myself to take care of it this fall— BUT ...

LEARNING TELEGRAPHY

Part I

by Chris Hausler

[Editor: Chris has written this article about how telegraphers learned the aspects of telegraphy. Because of its length, it will be divided in two parts. Part I is here, Part II should appear in the April issue.]

There were a number of avenues for prospective telegraphers to acquire their skill. One way was to get a job with Western Union or another telegraph company as a messenger boy. While waiting for a call or a message to deliver, the budding telegrapher could listen to the instruments and try to copy the incoming messages. The steel baron Andrew Carnegie got his start this way.

Another way was to hang around the local railroad depot offering to help the agent with his chores by sweeping out the depot, loading and unloading baggage or express shipments and other such "heavy lifting" including delivering telegrams. The agent might then write down the code for the student and allow him to practice sending by operating a "dead" (closed) key in the office as well as listen to the instruments. Agents might also accept money for teaching a student telegraphy but railroad rules usually required that they get their company's permission to accept students. Some telegrapher's organizations tried to limit this practice in an attempt to keep the pool of available telegraphers small and thus their salaries higher.

Although these may be the classic ways people learned to become telegraphers, there were others. What's more, young women were not as a rule accepted for messenger service although there were exceptions and were definitely discouraged from hanging around the depot as this was considered unseemly for a woman. After all, the railroad was how all those traveling salesman came to town. However, the railroads did teach and employ women telegraphers. With the telegraph service expanding dramatically in the 1850's, the need for new telegraphers was great. While he was still working for the Pennsylvania Railroad, Andrew Carnegie by then superintendent of the Pittsburgh division, arranged for a female cousin, Maria Hogan, to be the operator at the freight station in Pittsburgh. He then placed with her successive woman pupils, her office becoming a school. He stated his experience was that young women were more reliable operators than young men. He went on to note, "Among all the new occupations invaded by woman, I do not know of any better suited

for them than that of telegraph operator."

It was of course, not uncommon for working telegraphers to teach their children, both sons and daughters, how to telegraph and many of these children went on to have productive careers in the field.

Another way was to attend a telegraph school. With the demand for telegraphers remaining quite high in the late 1800's and early 1900's, many telegraph schools sprung up, some to disappear just as soon as they had collected a few tuition's from unsuspecting potential students and some tried but never delivered on their promises. However there were a number of well respected telegraph schools. Some of these offered on campus training, some offered mail order home study and some offered both. Railroads sometimes ran their own telegraph schools usually to address a specific need and these schools usually shut down once that need was filled.

The Dodge Telegraph School in Valparaiso, Indiana was started in 1891 by G. M. Dodge, himself a telegrapher. This school specialized in training telegraphers. This training included not only skill in telegraphy but all the other aspects of both railroad and commercial telegraph jobs. The Dodge School was well respected by both the students and the businesses which hired them. Railroads even provided the Dodge School with connections to actual railroad telegraph lines so that the students could listen in on the "real thing". The Dodge school also promoted home study using the same textbook they did at their on site school, "The Telegraph Instructor". Issued in a number of editions over about 30 years, this book became not only a textbook but a reference for many telegraphers. As a result it is not hard to find it in used book stores. I have both the third edition from 1903 and the fifth edition from 1921 in my collection.

Many "business schools", schools which specialized in teaching clerical or "office work" added telegraphy to their curriculums. Our own Rochester Business Institute, founded in 1863 added telegraphy in 1868 according to an interview with the current president of the institute. Although we don't have an end date, for this training it was certainly into the 20th century.

(To be continued)

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Chapter Meeting & Program:
Member's Slide Night
& More
 by Chapter members
7:30 PM
Thursday, March 15, 2007
40 & 8 Club
933 University Ave.

Last issue if **Red** dot is on this label

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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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