



The Semaphore

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

May 2007
Volume 49, No. 9

Program for May 17:

The Montour Railroad

by Bill Bigler

The Montour Railroad was a coal hauling short line that ran through the hills directly southwest of Pittsburgh, PA serving 17 coal mines and a coal processing plant. It went under in the early 1980s when the largest mines played out and closed. This talk will look at the railroad from the steam operations in the late 1940s through the present day. We'll also take a close look at the coal processing plant and a couple of the mines. The entire right of way has been preserved under the Rails to Trails Program.

Business meeting: 7:30 PM

Intermission

Program: approx. 8:15

Store open before Business and at Intermission.

Remember election of two Trustees; bring your ballot or mail same!

Future Programs (Subject to change!)

2007

June 21: At the Depot, Industry

July 19: At the Depot, Industry

Aug. 16: At the Depot, Industry

Sept. 20: *Buffalo Central Terminal*
by Bill Bigler

Oct. 18: *Keys, Locks and Lanterns*
by Jeremy Tuke

Chapter Library

11 May Street, Webster (by OMID Tracks)

**CLOSED UNTIL FURTHER
NOTICE**

See Charles Report on Page 4 for
more details!

Restoration Building yard construction underway



Switch #7! After the first three days of work, switch #7 is constructed and siding #6 (diverging track to the right) is reconnected. The start of switch #8 which will feed the two tracks to the Restoration Building will start just where the front loader is parked.

On Wednesday, May 2, a project to complete the construction of the railroad yard to support the R&GV Railroad Museum's yard commenced after many years of hard work by the museum's volunteers preparing the site and starting the track construction. The Rochester Chapter's Board decided that with so much going on this spring to consume our volunteer help and enough success in our capital fundraising efforts, the Chapter should hire the yard construction out to a contractor. Based on many positive comments from several local shortlines, the R&GV Railroad Museum chose Nicholas P. Giambatista, Inc. out of Syracuse, NY to build the yard. The work will include the construction of switches #7 and #8 with connections to the mainline, the existing stubs of sidings #6 and #7 along with the construction of siding #8 that feeds the east bay of the Restoration Building. By the time you read this, the project should be complete or nearly complete. In just the first three days, Nick and his four man crew including his son, Mike, had switch #7 built up, connected to the main, and siding #6 connected back up and partially spiked.

Completing this yard will be very exciting and will open many new possibilities for the R&GVRRM. It will allow us to store all of our equipment at our end and add additional storage space for our railroad collection. Our thanks to NYMT for allowing us to store our cars at their end of our joint demonstration railroad for many years. We will be able to move equipment in, out, and through the west bay of the restoration building. It will bring us closer to getting back into the building to work on our pit and concrete floor. Contracting the job out will also free our volunteer resources to get to work this spring on our passenger car storage siding west of the LA&L. Finally, it will give us tremendous additional operational flexibility.

We will save our MANY thanks for a report after the job is complete, but we encourage everyone to come out and see the results of this very exciting project!

Test, photo and caption by Chris Hauf

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 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.

Hands-on Trainers are: Tuke, Achilles, Peet, Redden, Roque'

Date	Type	Operators	Time
May 12	Hands-on	New	By Appointment **

Eugene (Gene) Redden

The Chapter extends its sincere sympathy to the family of long-time member Eugene Redden, wife Jean, sons John and Bob here, and the extended family in Western New York. Eugene, "Gene" to us, passed suddenly, following a serious fall at home and a short hospitalization in late April.

Gene was a proactive member at our R&GVRM, supporting us with his presence, wit, and wisdom on so many Saturdays throughout many years, when he would drive up from Olean/Hinsdale and back that day.

Gene was a real fountain of wisdom and useful information, based on a wide background of practical experience and common sense; many times giving us creative solutions to tough problems. He was always worth listening to.

Gene at one time or another ran all our diesel locomotives. He supported in this way many of our special events such as "Diesel Days" and "Annual Picnic", as well as maintenance of way trains, and diesel trouble shooting runs. He was an exemplary engineer, knowledgeable, experienced, safe, steady and reliable.

Gene was savvy on both steam and diesel locomotive technology, and provided good guidance to our Motive Department and Engineer in Training efforts.

Gene was knowledgeable of railroading in Western New York and the Southern Tier, for steam, diesel, and trolley operations. He had "been there and done that" when it was actually happening.

We will all miss the presence and gifts of Gene; his wit, wisdom, humor, experience, creativity and knowledge. Our very best to his wife, Jean, and vary active son, John.

DeWain F. Feller, Jr.

DeWain F. Feller, Jr. is the father of Chapter member DeWain O. Feller who is proactive in promoting/establishing trolley lines in the Rochester area. The father died on April 21 at age 80, and was retired from the Monroe County Sheriff's Department where he worked in court security.

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

Corrections to 2007 Roster:

David Flinn's city is Lansing (not Lancing); e-mail is Dave@starflinn.com.

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

Combined Museums Opens on May 20

There is a **CRITICAL** need for person(s) to schedule other volunteers to serve as guides at the Industry location!

It is not conducive to our Museum image to have visitors arriving at the Depot via track cars and not having a greeter/guide (or two) to inform our visitors about our history, collections and goals.

After all this is why most of our volunteers put in many hours of labor and knowledge to inform the public about the importance of railroads: current and past history.

We are very lucky to have at our Western door, one of the oldest railroads in the Rochester area: originally Rochester and Genesee Valley, now the revitalized trackage by Livonia Avon and Lakeville Railroad!

We are in critical need of a person to schedule depot guides at Industry during the Sunday operations between May 20 (opening day) and October 28 (closing day).

The coordinator principal duties are to:

1. Solicit and schedule guides.
2. Remind these volunteers of their scheduled date as that date approaches.
3. Give a training session to new guides. Harold Russell has produced a video that summarizes the guides duties.
4. Usually, our guides probably learn

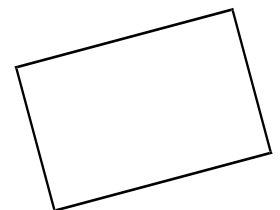
more about railroading from the visitors than what they tell.

When Donovan Shilling was the coordinator several years ago, he developed a system to reduce his efforts. How? At meetings he passed around a clipboard for members to indicate what dates they would be able to serve this critical need.

Please call Jeremy Tuke, 585-359-8944; jnm2k@frontiernet.net, or

David Peet, 585- 586-8964, davepeet97@frontiernet.net.

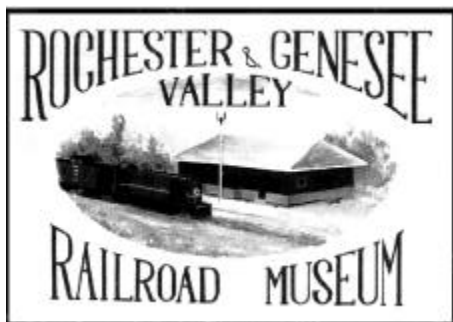
Tioga Central/ Dinner Train



Refresher on particulars:

Departs: Park-n-Ride lot at NYS Rte. 251 and I-390 (Exit 11) at 1:00 PM Sharp!

Returns about 11:30 PM



Motive Power Report

by Kevin Klees

Steam Team / Motive Power

Our Steam Team / Motive Power meeting got shifted from the first to the second Saturday, this month, due to the holiday. We had another productive day, with volunteers simultaneously working on four different locomotives.

Don Pohler and Mike Walsh did a magnificent job of cleaning up the pilot beam on the Heisler Fireless locomotive. They wire-brushed the old paint and rust, down to bare metal, and primed the beam with oil-based metal primer. The results look terrific.

Jim Dunnington took on the task of removing the reinforcing plates from the ends of the timbers that will become the pilot beam for the Vulcan number 12. After some experimentation, he came up with a method that allowed him to get all six of these removed that day.

Finally, Joe Nugent & Luther Brefo continued to clean up the cab interior of the 1941. Most of the loose paint and rust has been removed, and the bare metal has been primed.

TC-3 was loaded onto the Redden trailer by several volunteers and transported to the NYMT and is now back in service.

Later in the Month Ron Amberger and Peter Gores started a complete investigation of the state of the boiler on the Vulcan steam engine. Thickness measurements of the fire-box inside and outside sheets and the crown sheet have been completed. Checking the riveted joints for cracks has begun at the top of the boiler at the steam dome. This lengthy process involves wire brushing all of the rust off, and spraying several different components of the dye checking fluids onto the metal. After waiting for it to dry cracks in the metal become visible. This needs to be done for all of the metal sheets around the rivet holes, as this is a prime area for the metal to crack due to stress.

Battery Delivery

On Friday, the 20th of April, two

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

complete sets of new locomotive batteries were delivered to the Depot. Thanks to the very generous donations that were received late last year, we were able to purchase the set for the U.S. Army 1843. In addition, the owner of the NKP-79 also purchased a set for that locomotive. Thanks to Bob Mader, Dan Waterstraat, Jim Johnson, and Norm Shaddick, we were able to unload, inspect, and temporarily store the batteries.

Track Mobiles

With the able assistance of Dan Waterstraat, Scott Gleason, Art Mummery and several others, Trackmobile #2 was brought into the Restoration Bldg. for some needed tune-up work. Bob Mader and company diagnosed and corrected several malfunctioning details and got it back into working order, although a stuck valve continues to be a hindrance. Also, a recently discovered hydraulic leak needs to be addressed as soon as we can get it over a pit!! It was recently put back into service when it was placed on track 7 this past Saturday and used to move the Pennsy caboos to a different location, out of the way of the track contractors.

Plymouth Gasoline Locomotive

Progress on the Plymouth locomotive continues. Painting of the outside of the front cab wall has been completed. Another cab side sheet has been fabricated. This heavy (10 Gauge Steel) sheet was cut to size and folded on one edge by our sheet metal supplier. A reinforcing bar has been riveted to the folded edge to stiffen it. All of the holes necessary to mount the sheet onto the cab frame have been completed and the interior side has been painted.

Ton Anderson has had a new sander box cover fabricated from gray iron. This oval cover is one of four for the locomotive. When we recovered the locomotive in 1999 one of the original cast sand box covers was missing. It's probably a paperweight in somebody's workshop. Check the web page for nice pictures of the new cover. Thanks Tom!

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.

Season Opening Prep

by Rand Warner

R&GVRM has started track car crew training.

NYMT has started trolley car crew training.

Depot docent/tour guide training is about to start. HOWEVER, we need volunteer(s) to step forward to coordinate either the training and/or scheduling of the tour guides during the season.

Traction Action

by Rand Warner

Rail bonding has been completed by Rand Warner at the rebuilt NYMT frog area north of barn.

Bob Achilles and Charlie Lowe (NYMT) have hung new bracket arm assemblies on four more poles coming south from current end of active overhead.

The R&GVRM team will be assisting checkout of P&W Car #161 at NYMT, with live power.

Jim Johnson, Dick Holbert and Charles Harshbarger are wiring in the remote start/stop for the substation at NYMT.

Track Car Dept.

by Rand Warner

Bob Mader, Norm Shaddick and Co. have provided lots of TLC to our TC-#2 and TC-#3 track cars used for hauling passengers. TC-#4, used for maintenance-of-way, just keeps soldiering on and on.

Track cars at NYMT and R&GVRM should all be ready for the start up of visitors season in May 20.

TrackMobile Dept.

by Rand Warner

Norm Shaddick, Bob Mader & Co. have moved one of our blue Army TrackMobiles into the shop for service and spring start-up for the work season. It is now functional and has already been used to move our Pennsy N5c caboos.

Quiz: What was the first "through" railroad to connect between the Hudson River and the Great Lakes? Answer on Page 5.

Library Report

by Charles Robinson, Chairman

The library will not be open in May for general use. Many bookshelves have been cleared and most of the floor space is now being occupied by book boxes. Our current goal is to move the three double width bookcases next as these will be most troublesome and this has led to these many boxes. In addition, the library staff is thinning because of departures and summer travel. This may produce changes in the working days for the library so if one wishes to visit the library during those hours please call the library chairman at 585-377-4245 to find out the times when we will be there.

Those with checked out material may keep them an extra month.

We are sorry for the inconvenience this may cause the membership but it seemed reasonable because of the filled floor space.

Bob Miner and the library chairman have cleared and boxed the books in the large double case in the copier room. We have started clearing the two double cases in the magazine room. Careful records are being kept of the content of the boxes so when they are unloaded in the new library those doing the work will know where to place the books or magazines.

Gale Smith is completing the records of the boxes of books both for storage and disposal.

The Trustees delivered the Barrett books to the 40&8 club library as expected and the books have been placed on the shelves of the Barrett cases roughly in order. Bill Limburg and the library chairman laid out the bookcases according to floor plan generated for the library and fastened them to the wall.

We do not expect to open the 40&8 library until we locate the library computer to that location.

New Trackage Layout

by Rand Warner

Dale Hartnett, John Stewart & Co. have staged out locations for our new yard trackage into the Restoration Bldg., including detail layout, for new Switches #7 and #8.

Thanks to

Bob Mader for donation of a nice electric powered air compressor.

Rand Warner for still more stuff cleaned out of his old Suburban that used to be our mobile tool car.

Donald Pohler for nice 2" electric sump pump donation.

Our 2007 Chapter Banquet is less than one month away! Have you registered yet?

The banquet is a great opportunity to join your fellow NRHS members and recognize the many accomplishments we have made in the past year. It is a fun event you won't want to miss, so make your reservation today! Only \$35.00 per person.

Date: **Sunday, June 3**

Cash Bar: **6:00 PM**

Dinner: **7:00 PM**

Program and speaker to follow

Where: **Hawthorne's Restaurant**

3500 East Ave.

Rochester

Make your reservation by sending a check made payable to **Rochester Chapter, NRHS** to:

NRHS Banquet

c/o Jessica Stallone

60 High Manor Drive, Apt 1

See you THERE!

David Soble recipient of 25-year NRHS pin



David Soble receives a congratulatory hand-shake, letter of proclamation from the National Office and his 25-year pin at the April membership meeting for being a member of NRHS for 25 years from Jeremy Tuke, Chapter President. [Chris Haul photo]

Heavy Equipment

by Rand Warner

Bob Mader & Co. have our Ford Forklift back in much needed operation, with a brand new clutch and a repaired gas tank.

Art Mummery has our hydraulic back hoe excavator on tracks running and getting ready to work for us again.

Bob Mader & Co. have our Ford Badmar tractor backhoe up and running for the spring work season.

Dan Waterstraat has put a new beacon on the Trojan loader.

We are hoping to get our Georgia Buggy and miniature Haugh loader into service to support track work, along with our new to us Bobcat.

Exciting Times

by Rand Warner

These are exciting times as several major track programs are being staged for start-up in the very near future:

1. Major track upgrade on the LA&L RR, including 130# rail, many new ties and surfacing.

3. New switches into R&GVRM from LA&L RR to our existing yard at the Depot on the east side, and to our new spur siding on the west side for our Excursion Train Set.

3. Installation of new switches #7 and #8 and new yard trackage - all just north of the Restoration Building.

4. Tie installation at NYMT on north leg of loop.

These jobs will all be started or completed by the time you receive this issue; stay tuned for reports next month!!

New speed record set by French train

French double-decker train hits rail speed record. In early April Train V150, consisting of two electric locomotives sandwiched three double-decker cars reached a record 357.2 mph. Its normal cruising speed is 190 mph. The previous record was 320.2 mph set in 1990 by another French train.

To accomplish this feat, the motors were modified to supply 25,000 horsepower, the rails were new and banked, wheels were larger, and electrical overhead power was increased from 25,000 to 31,000 volts.

This was just a demonstration run. Normal cruising speed will be used on this new line between Paris and Strassbourg to open in June.

Inside the train, passengers felt their ears 'pop', and the train shook and roared. Outside, it sounded like a jet, sparks spit from the overhead power lines and a trail of dust sprayed out behind.

The train was built by Alstom Transports. [*Democrat & Chronicle*, April 4, 2007, page 7A]

Alstom sent representatives from all their facilities to see the train. One of them from the local facility was Dick Smith, a member of the Genesee-N-Ontario Model Engineers, a modular n-scale model railroad club located in Medley Centre, Irondequoit.

Wanted

by Rand Warner

New or good serviceable 6 volt or 12 volt batteries for our equipment fleet.

Where is our missing rail joint puller for taking up slack in rail joints?

Tie Insert-Remove machine.

Ballast regulator machine.

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.

Contributors to this issue: Dick Bean, Harold Crouch, Chris Hauf, Chris Hausler, Kevin Klees, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as indicated.

West Shore improvements at Churchville

Dick Bean forwarded an article by Ron Belczak, Churchville Town Historian about the West Shore.

Major improvements were made to the West Shore Railroad in the Village of Churchville in 1907. The prior year the New York Central had replaced a water tank, and a pumping station near Savage Road. The original water pans were installed in 1889.

Among the improvements were reducing the grades, new ballast and consolidation of signal stations. Four train crews work with about 100 men; this stressed the village to supply living accommodations and food—like a quarter of beef, fifty quarts of milk, etc. each day.

A West Shore bridge abutment can be seen in Black Creek just north of the present day railroad bridge.

Olean, NY teenager highlighted in USA Weekend

For 'Make a Difference Day', Jon Thomas Robertson, 10, of Olean, shared his love of trains to 84 disadvantaged children. He and 6-year-old Josh Tsujimoto collected 14,000 cans and recycled them to the tune of \$1,000, which was enough to treat the 84 kids and adult chaperons to a two-hour trip on the nearby Arcade and Attica Railroad. [*USA Weekend*, April 13-15.]

Answer to Quiz on Page 3.

"If you guessed New York Central RR, it was a reasonable guess, but you're wrong. The New York & Erie RR was completed in 1851 from Piermont, Rockland County, to Dunkirk, NY, on the shores of Lake Erie. The New York Central RR, connecting Albany and Buffalo, was not formed from a number of smaller independent lines until two years later, in 1853." [*Tower Topics*, February 2007]

Historical RR Dates

5/5/1929: A Canadian National radio operator achieved two-way telephone conversations with moving trains.

5/7/1859: The Atlantic and Great Western Railroad Company of New York was chartered. The new company immediately entered into a contract with the Pennsylvania and Ohio companies and purchased the line of the Erie and New York City Railroad.

[Phil Houle via *American Rail Link*, Issue 303.]

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 Zumbuhl Rd., PMB 87, St. Charles, MO 63303-2723. Consult your October issue of *NRHS News*.

Also Convention information is available at: www.chatrails.com/

2007 RailCamp Sessions

High School: 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 \$900 after April 1st.

For the Nevada Northern site; the fees are \$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.

Adult RailCamps:

Adult RailCamps are at Nevada Northern Railway Museum, Ely, NV for ages 18 or older.

June 11-2007

September 10-16, 2007

Tuition: \$850.00

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

Past and current issues of *The Semaphore* are on <rochnrhs.org>

See
YOU

at the Banquet on
June 3?

An Interrupted Mid-Night Snack

by Harold Crouch

One night at Buffalo Central Terminal, diesel inspector Henry Norton and I checked through O.K. the two E-7 diesel units on Train #25, The westbound Twentieth Century Limited. After #265 had departed, Henry said "lets go up to the restaurant and have a mid-night snack."

We had just put in our orders when an announcement over the public address system called for a diesel inspector down to the east bound platform. I said that I would go and see what was wanted and would be right back.

It turned out that Train #26, the East bound Century was whistling for relief account ground relay trouble. An inspection of the main generator, electrical cabinet and the two traction motors did not take any exceptions BUT with the Century, No Arguments Allowed! Get on and Go !! So a cab ride to Syracuse was taken and which was an uneventful trip.

Apparently, coming up the grade at Springfield (PA), the unit had experience a high speed wheel slip (The E-7s were noted for this) and a traction motor had flashed over thus tripping the ground relay and at the same time knocking off any accumulation of carbon dust. A reset had been obtained and the unit had now settled down to its intended operation. The units went on through to Harmon, N.Y. O.K.

The next evening when I saw Henry, He said: "I thought you were coming right back last night, but when you didn't I had to eat your order as well as mine! I am still full!!"

Shows, etc.

Oct. 20: Fall trip on Amtrak and Adirondack Railroad scheduled for Saturday, Oct. 20 [*The Green Block*, March 2007]

June 9-10: *Railfan Weekend at Adirondack Scenic Railroad*. Sat. June 9 is all-day excursion over rare MA&N trackage. Sat. evening: possible night photo session. Sunday, June 10 ride the local excursion. \$50 per person for weekend ticket. Contact Tom Trancansky, <publicity@newyorkrailroads.com> or 607-351-1360 *

June 20: *Steamtown Plans Delaware Water Gap Excursion*. A steam-powered excursion from Scranton to Delaware Water Gap to the annual "Founders Day" celebration. Train will depart the Steamtown Boarding Platform at 9 a.m. *

[* *American Rail Link*, Issue 303]

DID YOU KNOW THAT

by Harold W. Russell

The Danbury, Connecticut rail museum is well worth a special trip to view their collection of well preserved railroad equipment. Among the collection is what can best be described as a bus on rails. It was built by Mack in Allentown, Pennsylvania for the New Haven Railroad in 1954. But this is just the start of the story. The following is abstracted from the museum's web site and literature obtained at the museum. In 1951 Frederick Dumaine, Jr. was president of the New Haven Railroad. In spite of the dramatic decline in railroad passenger traffic at that time, his opinion was that money could be made from the railroad's lightly used branch lines. To control costs he would employ the concept of a bus on rails. This idea was not original being first tried by the New Haven in the 1920's.

After tests of a Mack prototype in 1952, the railroad ordered nine more for delivery in 1954. They were called FDC's in honor of Dumaine Sr. The rail buses were diesel-electric powered with traction motors on each axle. Two FDC's were capable of being MU'd bringing their capacity to ninety-eight people.

Six units were assigned to the Boston Division. They were to make twenty-five runs on weekdays. Another, No. 15, was intended to make four trips daily between Boston's South Station and Blackstone, MA. But it never happened!

In April 1954 Patrick McGinnis won control of the New Haven. He had no interest in branchlike passenger service or the rail buses. When nine of the FDC's were delivered in the summer of 1954, they were put in storage.

Only one, No. 12 was placed in service running between Worcester and Providence,

RI. This lasted only two years before it too was placed in storage. Over the next nine years all the rail buses were sold. No. 15 which never saw any service plus another were sold to Remington Arms in Bridgeport, Connecticut for use in intra-plant freight service. Remington removed the passenger seats, added a driver's door and replaced the center door with a steel roll-up. The driver's area was walled off and a higher floor installed in the new freight area.

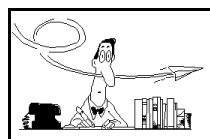
In 1985 the Remington FDC's were sold to Sperry Rail Services. Sperry had bought two in 1958 and these were to serve as replacements. One of the 1985 purchased FDC's was converted for service in the New York subways but No. 15 was never converted and sat in the weeds till 1996 when Sperry donated it to the Danbury Museum.

One of the Sperry cars was destroyed by fire and the other still roams the New York subway system. Six FDC's were sold to a Spanish railroad where one continued in service till 1978. Today the only other FDC in existence resides at the Asturias Railway Museum in Gijon, Spain.



The Danbury Museum has done cosmetic restoration on their FDC to the Remington Arms configuration. A more extensive restoration to the original passenger configuration is planned.

I bet you knew all this anyway.



Editor's Corner

Two Chapter members received 25-year pins, but for the 'live of me' I have not been able to find the name of David Soble's co-honoree. Will keep looking.

I am into genealogy. For several years I have been trying to find the "right" John Smith in north central Pennsylvania in the 1840s. Reading the obituaries of DeWain Feller's father is going to create 'gray hairs' for the future family historian in sorting out the four DeWains for four consecutive generations with that given name.

LEARNING TELEGRAPHY

by Chris Hausler

Part 2

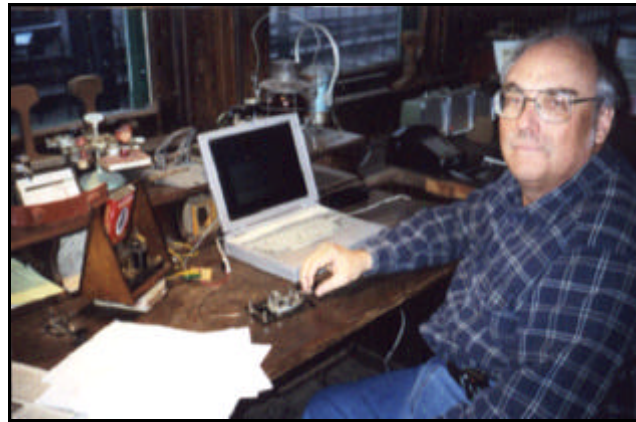
[Editor: Chris has written this article about how telegraphers learned the aspects of telegraphy. Because of its length, it was divided into two parts. Part II is here, Part I appeared in the March issue.]

The first two decades of the 20th century were the heyday of telegrapher employment. However, teleprinter technology finally came of age by 1920 and that along with the depression shut down most telegraph only schools and training by the 1930's.

A document in our own NRHS Chapter's library states that in 1927, 75% of the total volume of telegram traffic handled by Western Union was handled using teleprinter technology. Another document in the Rochester downtown library had it at 95% by 1941. Western Union's last manual Morse lines were shut down in the early 1960's.

It was still possible, however, to attend a telegraph school up into the 1950's. The railroads were still at times looking for telegraphers and radio telegraphy using International Morse was still widely in use. During W.W. II there was a surge in telegraphic training, both International Morse for radio use and American Morse mostly by then for railroad use. Although there have been women telegraphers since the beginning of telegraphy, many more were trained as railroad telegraphers at this time as the men telegraphers had been sent off to war (sometimes to be telegraphers) and the railroads still needed to run. Class pictures from telegraph schools of this period show mostly woman graduates. You've heard of "Rosie the Riveter" but "Tina the Telegrapher" did her part too to "keep em rolling".

Home study presented special problems to the budding telegrapher. Inexpensive practice sets, constructed as cheaply as possible, were manufactured and sold by most large telegraph equipment suppliers. That MESCO practice set recently donated to our museum, the "Excelsior Model" is an excellent example of this with the framework of the key and sounder made of bent sheet metal instead of machined brass as was more common with commercial grade instruments. It sold complete for \$3. All you had to do was add a battery. Even Sears sold practice telegraph



Chris Hausler is at the Agent's desk at R&GVRM's Industry Depot checking out his telegraphy setup. The laptop computer: 1) sends the 'dots' and 'dashes' to the sounder seen to the left of the laptop; and 2) displays what is being sent on the computer display screen. NEAT. Also, note the tobacco can position behind the sounder, which 'amplifies' the clicky-clack. *[Rand Warner photo]*

sets. J. H. Bunnell, probably the best known telegraph manufacturer, even made a couple models of mechanical only practice instruments so a battery, which was then a jar of noxious chemicals, was not needed. These however could not be wired into a multi station circuit whereas the battery powered electric units could be. It was not uncommon during the heyday of telegraphy for young boys to set up backyard telegraph lines between their houses using these electric practice sets. Sometimes such a "telegraph company" would be suddenly "put out of business" by a parent when one of those battery jars was accidentally knocked over and made a mess.

One problem with home study was getting a source of quality telegraph signals to copy. There were a number of mechanical telegraph sending apparatus specifically designed for training purposes. The Omnigraph used notched aluminum disks and others like the popular Instructograph used punched paper tapes. As a young man in the 1960's I had the loan of an Instructograph when I was trying to learn International Morse in order to get my ham license. Currently in my collection I have one Instructograph tape with American Morse on it. The cheapest one of these types of instruments I've ever seen offered in old advertisements clamped to the edge of a table and required that the user actually crank the unit to advance a paper tape through the instrument. More practical, Omnigraphs and Instructographs used wind up spring driven motors or even electric motors but neither of these units were inexpensive. When phonographs came of age, disk (and later tape and CD) recordings of telegraph signals specifically designed to teach telegraphy were introduced. However, to my knowledge, these were always tone signals in International Morse for radio work. There were recordings made of American Morse on sounders including a famous one of Edison sending, but there were never any American Morse training recordings com-

mercially produced of which I am aware.

Today of course, there are a number of computer programs to aid in telegraph training for either American or International Morse. Some of these are available for free download from the internet. The "Mill", the program we use in the museum to generate an American Morse telegraph signal is one of these free programs. It can be used to learn either American Morse or International Morse. It will generate tones or sounder clicks from the computer speaker and will also generate an external signal, as we are using, to drive real instruments.

Recently there has been introduced another program which allows multiple telegraph users to connect over the internet and communicate using Morse Code. There's nothing like trying to communicate with other "real people" to help sharpen up those telegraphic skills. So now, even though most of that pole line which used to carry telegraphic signals along the railroad right of way is just a memory, it is still possible to get on a "way wire" and communicate with other like minded individuals. Happy telegraphing!!

Websites for learning telegraphy:

The "Mill" program, the one running the demo at the museum:
<<http://home.comcast.net/%7Ew4fok/>>

The program, called "MorseKOB" which allows American Morse Code telegraph communications over the internet:
<<http://home.earthlink.net/~n7rz/morse/>> I believe that <<http://www.morsekob.org/>> will get you there as well.

The Morse Telegraph Club's page is at:
<<http://www.morsetelegraphclub.org/>>

A very good source of links to almost anything and everything related to land line, radio and undersea cable telegraphy is:
<<http://www.telegraph-office.com/>>

Regards 73, Chris Hausler

Rochester Chapter National Railway Historical Society
The Semaphore
 P.O. Box 23326
 Rochester, NY 14692-3326

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
The Montour Railroad
 by **Bill Bigler**
May 17, 2007
40 & 8 Club
933 University Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$10.00 after 1/1/2005 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke
Vice President: Robert Achilles
Treasurer: Don Wawrzyniak
Recording Secretary: Dave Peet
Correspondence Sec.: Chris Hauf
National Director: Bob Miner
Trustees: Ron Amberger, Mike Dow, Dave Luca, Mike Roque', Harold Russell, John Stewart.

The Semaphore Staff:

Editor: Gale Smith
Printing & Mailing: Bob Miner, Gale

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

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				