



The Semaphore

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

October 2007
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Program for Oct. 18:

"From the Chapter's Collections..."

by **Christopher Hauf**

For the October program, we will dig into the Chapter's photographic holdings and specifically the Harold Caulkins Collection of color slides from the 1950s and 1960s. Mr. Caulkins was a Rochester Chapter member. His collection was donated to the Rochester Chapter last year by his grandson. Mr. Caulkins traveled extensively taking photographs of steam and diesel from Rochester, Western New York, and beyond... All of these will be featured in this unique program.

Store open before & during intermission

Business meeting: 7:30

Intermission for setup

Program follows

Guests and Visitors ALWAYS Welcomed!

Future Programs

(Subject to change)

Nov. 15: *N&W Steam + Virigian Eledtric + Pennsy Steam* by Ted Jackson

Dec. 20: *Canadian Branch Line Steam* by Ted Jackson

2008

Jan. 17: *Railroad Slides from Long Ago* by Ron Stacey

Feb. 21: *Railroad movies in Western NY area circa 1929* by Dave Feelnor

100 Point Truck

by *Rand Warner*

Dan Waterstraat has done a beautiful job of rebuilding the Big Bertha Army dump truck into a really pristine flat bed truck.

The bed came from the Hudson Steel Ford F600. The old dump box has been sold for cash.

Dan repainted the chassis, cab, bed and safety appliances. Chris Hauf applied R&GVRRM decals. Others provided assistance as needed.

Now this truck look almost too good go use!



Over the past few weeks, Dan Waterstraat has worked to convert one of our Army 6x6 trucks over to a flat bed using the flat bed deck from one of our out of service trucks. Here the truck is seen with its new flat bed, all new paint, and new R&GVRRM logos cut and applied by Chris Hauf using the Chapter's sign vinyl cutting system. This truck will add real capability to the museum for MANY projects. Nice work Dan!

A close-up shot of the passenger side door with the R&GVRRM logo applied to it. A few years back the Chapter invested in a sign vinyl cutting system which makes this type of lettering easy and economical to create and apply. This is only one of several projects to benefit from having this capability in house.



(Photos and captions by Chris Hauf)

Track Car Operator's Schedule

Harold Russell; haroldrussell@juno.com

Oct. 14: Al Emens
Tom Anderson
Oct. 24: Al Emens
Oct. 28: Jay Consadine
Bob Moore

Season Ends!

Thanks to our volunteers for making this portion of the Museums' experience a success!

Chapter receives \$1800.00 NRHS matching grant.

by Chris Hauf

The Rochester Chapter NRHS was the recipient of a 2007 NRHS Railway Heritage Grant for \$1800.00. This matching grant will provide funding for four of the eight new starting batteries the Chapter needs to purchase for Lehigh Valley Railroad ALCO RS-3m #211. Therefore, the Chapter needs your help to match this generous grant from the NRHS. We need people to help us raise the additional \$1800.00 needed to match the NRHS grant and allow the Chapter and its Rochester & Genesee Valley Railroad Museum to purchase all eight batteries for #211.

You can donate two ways. First, you may mail your check made out to the Rochester Chapter NRHS to the Locomotive Preservation Fund, c/o Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326. You may also go to our Rochester & Genesee Valley Railroad Museum's website, www.rgvrrm.org, where we will have a link where you can donate online to the Locomotive Preservation Fund using PayPal. Donations may be tax deductible.

The Rochester Chapter NRHS would like to thank the NRHS for this grant, and its continued support of the Railway Heritage Grant program. We also hope you will help us match this gift and donate today so #211 can start the 2008 operating season with all eight new

Depot Guides ????

PLEASE contact Dave Peet at 586-8964 or email at davepeet97@frontiernet.net or Jeremy Tuke: 359-8944 jnmk2k@frontiernet.net.

Another Part of Chapter's Library needs a home -- Critical

by Gale Smith

The twin cabooses in Webster that has served as the Chapter's Library, Conference and Publications needs has to be vacated by December 1, 2007! Except for tidying up, the Library portion has been moved.

HOWEVER, the space occupied by Publications/Printing needs a new home.

The equipment and estimated space needs are:

Xerox copier/printer: 3x8 feet

Computer for above: 2x5 feet

Paper storage rack: 2x8 feet

Folder: 2x4 feet

Work table: 3x5 feet

PLUS floor space for volunteers

Power requirements: 3-110V/15amp outlets

Heat during winter

Convenient access to this space

This group was used to print the many brochures and handouts for both the Chapter and NYMT — AND *The Semaphore!* (You do want to receive it each month, don't you?)

Contact: Jeremy Tuke @ 359-8944, jnmk2k@frontiernet.net or Chris Hauf, 381-8583, crhauf@frontiernet.net.

Until ten years ago, Gale Smith had a non-profit printing "business". He still has the equipment. He wants to dispose of same. However there is too much to dispose of, and lacking the ambition to do same within this time frame. He considered making the resulting vacated space available to the Chapter But because of advancing age, the relocation may be just temporary.

(There is a 1250 AM offset duplicator, chute delivery plus supplies available for anyone who hauls it away! Also for nominal 'fee' or bo other items. Contact Gale at 585-544-6221, gale299@frontiernet.net.

Membership Report

Jessica Stallone, Chair

National is changing the renewal process for the upcoming renewal season. Renewal applications will be sent directly to you. National should be sending them out within the next few weeks. When you receive your renewal form, please send it to me at your earliest convenience and make sure you keep your new membership card.

National dues will be increasing from \$20 to \$33 to help support the organization, so you may notice an increase in the total dues cost.

If you do not receive a renewal application by the end of October, please contact me at membership@rochnrhs.org.

Kodak Carousel Slide trays for sale

Over the years, the Chapter has collected via image donations a fair number of Kodak 80 slide Carousel slide trays in very good condition with their original storage boxes. With our work to condense our library holdings into smaller spaces, we have relocated most of our slides into archival pages leaving us with many surplus trays.

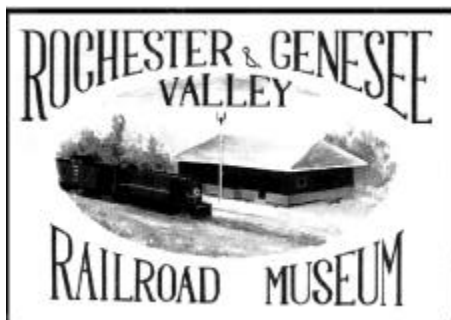
We are offering these to our membership for sale first before we take them to Ebay and other outlets. We are selling them for \$4.00 each or 3 for \$10.00. Shipping is extra if you want them mailed. I can make them available for pick-up at the R&GVRRM, the next Chapter meeting or my home.

If you are interested, please let me know so I can set them aside. You can pay for them on pick-up. All proceeds go to the Chapter and all checks should be made out to the Rochester Chapter NRHS.

LIBRARY IS CLOSED UNTIL FURTHER NOTICE

Charles reports on the Library on Page 3.

Contributors to this issue: Dan Cosrove, Chris Hauf, John Redden, Harold Russell, Jessica Stallone, Jeremy Tuke, and Rand Warner and various publications as indicated.



Motive Power

by John Redden

Diesel locomotives

The **NKP 79** had its battery boxes cleaned and painted this month, followed by the installation and electrical hook-up of its new batteries. Thanks to several Chapter members who helped out with this project.

The water header for the **1941** number one prime mover was cleaned up and painted by Luther Brefo this month. Luther also organized a new work bench area near the loco, allowing for parts and tool storage. Jim Johnson has resumed restoration of the heavy electrical wiring underneath 1941. This work will result in well-insulated wires that will be properly protected from grounding.

John Redden, with assistance from Norm Shaddick, Kevin Klees, and Bob Mader, removed the first of two air brake hoses on the **EK-6**. These will be replaced as a part of our planned maintenance on air brake components on the locomotives. Norm Shaddick and Dave Luca offered to arrange for the purchase of replacement hoses.

Our locomotives continue to get called upon for various duties, frequently to haul our members and guests. **211** saw regular service for the Chapter Picnic on Sept. 8th, and the **1654** was used on Sept. 22nd for a Boy Scout tour.

Gasoline Locomotives

During September **Plymouth Locomotive #1** made it's first trip on the Museum mainline when it traveled down to the Industry Depot for the end of Summer picnic. Everything worked fine, and now with the generator connected, the battery is charged automatically and the Buda engine can be restarted without the need for an external battery charger. The generator was the last of the

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

electrical / mechanical systems to be brought back to life fully completing the mechanical restoration phase of the project.

Additional work performed in September included installation of the last of the sheet metal for the cab roof and the trim pieces on the west side of the cab. Also, the control panel has been painted and lettered. Hinges for the engine canopy side panels have been installed on one side.

Work has begun to fabricate the engine canopy side panels and the front grill. These are the only major remaining parts to be fabricated for this restoration project. Currently the log that documents the components that have been fabricated for this project shows over 400 parts made from scratch. This includes gaskets, bolts, gear racks, thrust bearings, sleeve bushings, cab frame members, the cab roof and engine canopy. Materials used include all the old classics: gray iron, bronze, copper, brass, hot rolled steel, cold rolled steel, aluminum, and lead. A small amount of modern materials like plastic and stainless steel was used where corrosion is a concern.

Bob Mader and Norm Shaddick got the **Trackmobile TM-1** tuned up and running well, in order to move it (on rubber tires) from Track seven over to Track six.

Miscellaneous

Although it's not strictly Motive Power, we have used the Tamper occasionally, to move work equipment on rails. This month, Norm Shaddick, Bob Mader, Jim Johnson, and John Redden did some diagnosis, and preventative maintenance on our trusty Jackson yard tamper. One of its vibrator motors was acting up, and we got it freed up, and also cleaned and checked the other three motors.

Thanks to all of our Motive Power volunteers, and also to Norm, and Kevin, for their input to this article.

Library Report

Charles Robinson, Chair

The library move is now proceeding rapidly forward thanks to generous helps from members. First John Stewart and his crew of trustees moved to large bookcases along with about 100 boxes of books to the 40&8 club. Bill Limburg and the library chairman installed one of those bookcases to other wall but could not do the other one because of the case of the case between them was still in Webster. Jeremy Tuke, Bill Blaes, Chris Hauf, Dave Mitchell, and Don Wawrzyniak came to the library's rescue and moved the needed bookcase to the 4078. Chris added assistance by removing for sale to members the boxes of empty 35 mm Carousel slide trays. Anything moved out of the Webster Library is always applauded by the staff.

Bill Limburg and the library chairman completed the attachment of the remaining bookcases tot the wall I preparation for another group of volunteers to arrive with the purpose of putting the books and periodicals into these now installed three bookcase. Ben Vernelli has helped box up the books from the two single high bookcases in Webster. Only two single low bookcase filled with books remain. In addition, Bob Miner has boxed up the remaining video tapes in preparation for the further move.

One of the problems at the Webster Library is to decide whether to keep, sell or throw out some of the miscellaneous items that hang around. This kind of decision making slows down the preparations to complete the departure from Webster. Gale Smith is going over our important collection of railroad accounting journals to make recommendations as to their value. Bob Miner and Ben Vernelli are also contributing to this "clean out everything" effort.

We have had a good month at the library and are on our way to completing the move and restoring library services at the 40& 8 Club. Many thanks to those that have helped to keep our move on schedule.

Men of Steel

by Rand Warner

I have seen it done twice - with my own two eyes I have seen it ...

Duncan Richards double spiking at Scanlon's Curve - that means driving two side-by-side spikes simultaneously with alternating strokes of the maul - and never missing on either spike! WOW!

Track Dept.

by Rand Warner

A large crew has been working on rehab of Scanlon's Curve : putting in new ties, shoulder ballasting, tamping, and adding elevation.

Thanks to Mike Dow, Luther Brefo, Scott Gleason, Dan Waterstraat, "Super" Dave, Duncan Richards, Joe Nugent, John Redden, Rand Warner, Mike Roque', Dave Chapis and others.

Traction Action

by Rand Warner

The overhead electrification extension at NYMT should be complete and checked out by trolley when you receive this issue.

Charlie Lowe, Bob Achilles & Co. have everything done by 1 October except a few pull offs going into the S-curves. Dick Holbert has checked insulation resistance and grounding. Rand Warner has completed double rail bonding.

A trolley has already be operated as far as the loop switch, and should be operated to the end of the poles by the end of October. Trolley #161 is now operable.

That means that we now can offer twice the length of trolley operations as been possible since we began regular public service in 2006.

Safety & Security

by Rand Warner

After many years of relative peace and quiet at our Museum, we have suddenly had a spate of incidents; including theft, damage and sabotage.

We can all help: by stopping by the Museum and looking around anytime we are in the area - day or night - weekday or weekend.

Check it out!

South Yard on Hill

by Rand Warner

A large effort is underway, directed by Chris Hauf, Dave Luca and Jeremy Tuke, to relocate all construction equipment, stored materials and railroad equipment so that tracks may be extended South from the Restoration Building towards NYS Route 251.

Construction of this new trackage will allow us to redeploy usage of other tracks and locations of other motive power and rolling stock. This is a critical, high priority effort.

Assistance has been provided by Mike Roque', Dan Waterstraat, Rand Warner and others. We can use all the help we can get on this task. Offer your help to Chris, Dave or Jeremy.

Steam Scene

by Rand Warner

1. As soon as we get one of our two steam locomotives running, we will DOUBLE the number of operating steam locos in New York State!

2. When a 4-4-2 Atlantic on the Wabash was pulling five standard weight steel passenger cars at a regularly schedule 100 mph, how much horsepower was being generated?

3. Did you know that an Alco 0-8-0 built in 1923 would outpull a 1945 Alco S-2 1000 HP diesel on the Swrqmongs-ville Hill of the Fonda Johnstown & Gloversville Railroad? Ten cars steam vs 80 cars diesel.

4. Would you believe that a 4-4-0 American would develop more horsepower than a 45-ton GE centercab diesel?

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.

Water & Sewer

by Rand Warner

New York State Office of Children and Family Services has notified us that water and sewer will be cut off for all non-institutional customers effective 3 November 2007. This includes the Weaver properties, the BOCES property, New York Museum of Transportation and our Rochester & Genesee Valley Museum.

We have a septic sewer system so that we should not have a problem there. We DO need water service, one way or another, to support washing, drinking, toilets, cleaning, watering excursion set and supplying steam locomotives.

We have gotten quote(s) on drilling a well, and are looking at various other short and long term options. One way or another we WILL have some water available at the Depot!

Thanks to ..

Carl Englund for two first aid kits, wheel gauge and Rock Island sign.

Rand Warner for tools, hardware, pintle hitch and fire extinguishers

Wanted

- A good running, modern reliable backhoe tractor on rubber
- Ties and switch timbers and ballast for new track construction.
- We could also use a second outdoor fork lift tractor for all the materials handling we're constantly doing, and for backup for our Ford 4000 unit.

Carousel Slide Trays for Sale

See Page 2 for details.

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

New Trackage at Manchester

by Rand Warner

The former Route 21 underpass for the ONTC/LVRR at Manchester has been filled in and a grade crossing built.

There was a switch on the former railroad bridge over Route 21, necessitating rework of Manchester yard tracks - thus a new run-around track.

ANY new track being constructed these days in our area is exciting!

Some Blue-Collar Jobs pay well

Here are the top 10 jobs reported in Forbes Magazine based on May 2006 data:

1. Elevator installers and repairers \$63,620 annually
2. Locomotive engineers \$57,990
3. Electrical and electronics repairers \$57,400
4. Railroad conductors and yard masters \$55,530
5. Power-plant operators \$55,000
6. Ship engineers \$54,820
7. Construction and mining supervisors \$53,850
8. Gas-plant operators \$53,670
9. Farm managers \$52,070
10. Transportation inspectors \$50,370.

[*American Rail Link*, Issue 320.]

Knox and Kane MAY Resume Tourist Train Operation

Excursion trains began operating in 1987 running from Kane to the Kinzua Bridge State Park. The highlight of the 96-mile round trip was the crossing of the 2,053-foot Kinzua Viaduct which stood 301 feet above the Kinzua Creek valley. This bridge was destroyed on July 21, 2003 by tornadoes toppling the midsection.

The company tried operations using a diesel, but ridership was not there. It does own two steam locomotives: former Huntington & Broad Top Mountain 2-8-0 No. 38 built by Baldwin in 1927, and No. 1658, a Chinese class SY 2-8-2 built in 1989.

A spokesman believes a steam operated train will bring riders back. But much work needs to be done. Time will tell. [Trains News Wire via *American Rail Link*, Issue 320.]

Erie Depot at Cohocton Being Restored

by Rand Warner

More good news! Jon S. Clark of P.O. Box #452, Hornell, NY 14843, has acquired the Depot and is working on it. He needs interior photos to aid in restoration. Contact him at (323) 497-1830 if you can help. This is an 1880 building.

Historic RR Dates

8/18/1895: Electric trolley service began in Lockport, NY.

9/2/906: The two halves of New York's Pennsylvania Stations' North tunnel were joined under the Hudson River.

9/2/1908: The first car of the Buffalo, Lockport and Rochester Railway Company interurban ran between Rochester and Albion, carrying a party of company officials. The Buffalo, Lockport and Rochester railway interurban was opened to the public on September 4, 1908.

RR/Road Crossing Accidents Declines

The Federal Railroad Administration (FRA) has noted a decline in crossing accidents over the past ten years. But there is still one person killed per day on average. Accident average about eight per day. Members of Congress feel this is still too high and are proposing changes to the RR safety law, which was last updated in 1970.

The proposed changes are:

- Require railroad companies to keep up to date the FRA's National Crossing Inventory, a database that tracks the condition of warning devices and maintenance thereof.

- Create a toll-free number to report grade crossing problems: damage lights or gates, overgrown vegetation blocking sight and malfunctions.

- Establish more uniform regulations for removing brush and vegetation obstructing the view of pedestrians and motorists.

- Reform the hours that railroad employees can work and the hours of rest required between their shifts.

The bill has passed committee and should be taken up by the full House.

The Citizens for Rail Safety is concerned that of the 144,000 existing public grade crossing, 55% do not have active warning devices, such as lights or gates. [*USA Today* and *Gondola Gazette* via *Tower Topics*, Oct.

History Corner

Researched by Rand Warner

From *Railroad Magazine*, April 1940, page 96:

"Out of Buffalo, April 21

"The Buffalo and Syracuse Divisions of the Railroad Enthusiast, Inc. together with the Rochester chapter of the National Railway Historical Society, are jointly sponsoring an excursion of unusual interest. The trip is indorsed by RAILROAD MAGAZINE. The route will be from Buffalo (Central Terminal), Rochester and Syracuse, to Oneida via New York Central. At the last mentioned point, excursionists will board the only passenger train of the New York, Ontario & Western Railroad, for a ride to Sidney, where photographs may be had of the roads' motive power. Times of departure from the home cities of the three organizations will be Buffalo: 6.00 a.m., Rochester: 7.19 a.m., and Syracuse: 9.02 a.m. Returning the train will arrive at these points, in the reverse order, at 7.04, 8.36 and 9.50 p.m. Rates and further information may be had from Roy M. Zimmerman,..Buffalo; .. Ward C.S. Shafer,.. Rochester; .. Charles Rich,..Syracuse; and Hobart Price..Utica."

Rand noted that this was 66 years ago, and the Chapter was only three years old!

[Editor: Note the two historical society designations: Railroad Enthusiast, Inc.]

NKP #763 Arrives in Ohio

Ohio Central RR has purchased Nickel Plate Berkshire #763 from the Virginia Museum of Transportation in Roanoke for \$125,000. The Berkshire joins OC's stable of other steamers. Although not presently operable, OC plans to make #763 so.

Norfolk & Western, later Norfolk Southern, acquired the Berkshire when N&W purchased the Nickel Plate Railroad in the early 1960s. At the end of steam, N&W donated the engine to the City of Roanoke. Museum officials felt that Ohio Central, with its state of the art facility could restore the engine; estimated cost is \$1 million.

Besides the Museum has more pressing needs for the money such as needed repairs to their facilities. [Various sources]

Editor: The late Daniel Cosgrove, a retired NYC dispatcher, had written several articles of reminiscence of the 'good times'. We have published several, and several others were being held for his editing. Alas, such would not be the case.

July 4, 1942

by Dan Cosgrove

When I left home, home was Syracuse, New York, it was dark out. It had been a difficult night to sleep; way too warm and slightly muggy. It was really early in the morning, early enough that the night felt relatively cool compared to what the noontime weather was.

I walked up the hill to Onondaga Street carrying my grip with my supplies: four sandwiches, an apple, my book of rules, my employees timetable, four fusees, four torpedoes, some wooden matches wrapped in wax paper held by a rubber band – all things I knew might come in handy. The Owl bus was due, but I had time. Crossed the street and I could see the bus turning onto Onondaga. When the bus hissed to a stop, I saw there was only one passenger and the bus driver. Well on an Owl bus there were never very many passengers. We traveled along downtown, where I had to cross Salina Street and catch the Owl for Erie Boulevard, as busses met downtown for a very brief interchange of travelers, each headed for their various destinations. Four or five got off at the railroad station.

The Art Deco station looked very open and active, lights on in many offices. Night time made no difference. The railroad was busy around the clock. I walked in briskly and headed for the platforms and specifically for Track 1. I didn't look for any particular train, any westbound would do. Sure enough, a train was standing on Track 1. A quick glance, most of the coaches were not streamlined, this was not an all Pullman train, was probably 63 or 163. I headed toward the head end of the train and I found the door open on the lead combo. This was the smoker, which was where I was headed.

No sooner did I sit, when the train started moving and we were on our way. The combo was quite full. Not every

seat, but a good percentage were trainmen deadheading either going home or going on assignment, like me. I recognized a large amount of the regulars and exchanged comments with a few. "Where you headed, Danny?" "Tower 30" "That will be quiet today" "Yeah got a hold down there for three days" "Well, you'll have it quiet" "Train looks pretty full up" "Yeah, well, the holidays" "I bet I'll have fits to find a seat tonight" "Yeah, you can always ride the engine." "I might just do that".

A short time later, I felt the train lurch and I knew we were scooping water at Seneca River, then I felt the surge when they raised the scoop and I noticed a trace of water spray on the windows, validating the guess I had made to myself. The morning light became more noticeable and I saw Savannah and Clyde fly by, and then a stop at Lyons and Newark and then were off, scooping water at East Palmyra, then a stop at Wayneport for coal and a fire cleaning and in no time I was walking down the stairs at Rochester.

Out in the sunlight, I got to Main Street and caught a bus to Ames Street, headed for the tracks and then headed west walking the short distance to SS-30. SS-30 is a net brick structure, two storied and nestled in between the tracks. The tracks just to the north of the tower are NYC, and the other tracks are B&O and this is B&O Junction. Upstairs the night operator greets me. It is now 7:30 in the morning and he is more than ready to leave and I am very willing to take over so home he trots after giving me a very abbreviated transfer.

After all, there just isn't that much to tell me. In this tower, we don't OS trains to the dispatcher. We note them down but the dispatcher gets times from SS-29 (Ames Street) to the east of me and from SS-33, Chili Avenue, to the west of me. I note the times and throw the switches when needed, but that dispatcher for the most part doesn't speak to us. The dispatcher's line is on the speaker so we know what is going on. Moves to the B&O and from the B&O to the NYC are relayed to the dispatcher, but other than that you take care of pullers and switch engines that move about.

Early on I noticed that Track 2 at the

west end of the tower seemed headed right for the north corner of the tower, but then swerved just enough to miss the tower, which was fine. But I also noticed that in a course of bricks at just about the level of a freight car roof had neat gouges in the bricks just about the level of a freight car roof indicating to me that some trains had had some contact when they swerved. Never heard it, never saw it, but the evidence was apparent to me!

Another "feature" of the tower was the fact that Ames Street crossing was a grade crossing at that time. And I sat there transfixed as a train swooped by me and just a heart beat away an auto would be struggling to navigate over the tracks seconds before a train hit the crossing. I never saw a car get hit but thousands of them gave me heart palpitations watching just how close they came. A tense TV movie could not give you more of an adrenaline rush than that crossing. I used to pity the crossing watchman; I figured he had to have a heart of steel to withstand that.

Back at the tower. Northward across the tracks, American Laundry had a large plant. At this time, it was war time and they had to have a guard as they were doing some government work, so there was a guard on duty.

Well this guard had a wooden kitchen chair tilted back on to the cyclone fence and there as our trusty guard esconced comfortably on the chair, reading a pocket book. It was warm day, very sunny, and he looked relaxed to say the least.

Along came a switcher over the Buffalo Wye with some cars to be placed on the Long Branch, which was a single side track on the north side of the track leading to various industries. Well along came the engine and 5 or 6 cars. The crew noticed the guard with his back to the tracks engrossed in his book. So a crew member got off the train and quietly and quickly applied 4 torpedoes on the track directly behind the guard and went on their way. The guard never noticed anything. A half hour later the crew came back with only one car with them and they shoved from the Long

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(Continued from Page 6)

Branch into the Buffalo wye. As they passed the guard, there was suddenly an ear piercing "BLAM-BLAM-BLAM-BLAM". The guard came flying off the chair, his pocket book went flying, the chair tipped over and the guard drew his pistol and having no target to point at, finally reholstered his pistol and recovered his book and chair. The crew was very surprised at all this commotion and were very solicitous. The guard very flustered made _____ protested their innocence. I noticed in the days following that whenever a train came over to go out on the Long Branch, that guard watched their every move. Never did find the culprit.

Some time in the morning, along came a B&O passenger train. I knew what it was the moment I saw it. It was the train for the Coburg Ferry. Here was a train loaded with young people carrying picnic baskets and all the good things you bring for a neat grip over Lake Ontario to Coburg and back. And I gotta admit, I missed that terribly; never was on it, never saw it, but I sure knew they were having a better day than I was. I envied them, but I had a really good day going for me as well.

Just to make my day complete, I was sitting at the desk, with the headset on my head, which was on a lazy tong affair, when someone called me on the telegraph wire. I had the telegraph line on a setup that ____ due the wire, so there was a small switch that turned the subdued wire to direct ____ on the line and loud, so while matching a freight train passed on Track 4, I reached without looking for the switch. Not looking at what I was doing, I grabbed hold of a post to the telegraph wire and got a really good electric shock. I reared up and pulled back away from the offending post, and in so doing, I managed to eject the chair from its position of hold me so I went up in the air, reared back, then fell to the floor, and the moment by butt hit the floor, the headphone on the lazy tongs setup belted me in the mouth. So there I sat; my hand smarted. That's the way home accidents

happen, why not at work as well?

I noticed that the passenger trains were really loaded this day. Gasoline was rationed, so if you wanted to visit someone who lived a little away from your own home, a train was a doable thing to do, so I knew I had to make arrangements when I got in to Rochester. So after my day was over, I needed a ride back to Syracuse. I went to the Rochester station and rode the head end from Rochester to Syracuse. Got in to Syracuse tired, somewhat sooty. It was frosting on the cake. I had about three more days at 30 and decided that this was the best way to do this. I



Our track car riders can enjoy what Sunday automobile riders fifty year ago observed. Burma Shave slogans.



Katherine Russell occupies the "driver's seat". Yes, indeed, we operate a 'classy railroad'. [Harold Russell photos]

Shows, etc.

Oct. 20: Rails to the Adirondacks 3: Departures from Buffalo, Rochester and Syracuse to Utica NY on Amtrak, then board the Adirondack Scenic Railroad to Thendara. Boxed lunch available on train. Extra fare train ride available from Thendara to Carter. Luncheon available at Van Auken's Hotel in Thendara. Bus transportation into Old Forge also available. Photo stop at Remsen Depot on return trip. Trip cosponsored by the American Rail Link, Central NY Chapter, NRHS, Finger Lakes Scenic Railway and the Western NY Railway Historical Society. Information: 315-469-0864 or americanraillink@twc.ny.rr.com. A few tickets still available, call 315-488-8208.

Nov. 3 & 4: Train Show and Sale, NYS Fairgrounds, Syracuse, NY. This is a large show, occupying two buildings. Sponsored by Central New York Chapter, NRHS.



Editor's Corner

Cornered is the way I feel over the past several months, when your computers do not do what you want them to do!

Individually, they behave themselves. But try to get either one to communicate to the outside world just results in my hair turning a brighter shade of white! My ISP (Frontier) gives error messages, which I try to "obey". Sometimes they work, most of the time, they don't. To top it off, I have been using DSL and often feel that I am not getting the stated 'speed'. Verified with Frontiernet's speed gauge when you can find where they have moved it this month!

About a year ago, they offered a 'promo' to increase to "MAX" for just a dollar; said OK. Now I find that I'm paying \$20 more per month, but still can not access my account reliably!

Also, life would be better if my fingers would hit the correct keys. I don't remember having this much trouble with the typewriter (remember those?). Maybe I need to use the two-finger technique! The spell checker catches most of my mistakes; but it misses the doozies!

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**Chapter Meeting &
 Program:**
**"From the Chapter's
 Collections ..."**
by Christopher Hauf
October 18, 2007
40&8 Club
933 University Ave.

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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (585) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or *.txt format, as well as a printed copy. Also can send by e-mail to: gale299@frontiernet.net. **Deadline: First Day of Each Month.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

\$3,000	\$3,000			
\$3,000	\$3,000			
\$3,000				
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