



The Semaphore

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

January 2008
Volume 50, No. 5

Program for Jan. 17:

Railroad Slides from Long Ago

by Ron Stacey

Ron will be showing slides from his
collection of railroads over the years.

Meeting at 7:30

Intermission

Program at about 8:15

Store open before meeting and during
intermission

Future Programs (subject to change)

Feb 21: Railroad movies in Western
New York, circa 1929 by Dave Fleenor

GRAND OPENING!

The Chapter's Library will have its
initial opening at the next meeting (Jan.
17) starting at 6:30.

It is located on the second floor of
the 40&8 Club. Turn right at top of
stairs, then left at the corridor.

The Empire State Express arrives at Industry

by Chris Hauf

On Saturday, December 15th, the Chapter's seven Budd built, ex-New York Central 'Empire State Express' passenger cars were delivered to the Rochester & Genesee Valley Railroad Museum. This move was made just eight days past the 66th anniversary of the Central's all new stainless steel *Empire State Express* going into service on December 7, 1941, a day most of us know better as Pearl Harbor Day.

The cars had most recently been stored on the Ontario Midland Railroad where they were also operated for many years in excursion service. Although the new LA&L siding remains a work in progress, the Chapter decided to move the cars to the R&GVRRM to bring an end to the car storage charges the Chapter had been paying to OMID and to bring the cars to our restoration building where all of our tools and volunteers are. To facilitate work on the cars, they have been placed in the new yard north of the restoration building which had been built in the Spring of 2007 thanks to generous donations made to the museum's Building Tracks to the Future fundraising campaign. To store the passenger cars in the new yard, some of the museum's other equipment has been stored on the mainline for the winter since the museum is closed. This, however, means the R&GVRRM will be busy again in the spring prior to season opening as we work to build the track south of the restoration building to give us enough track to store ALL of our equipment off of the mainline while we continue work through 2008 on the LA&L siding where the passenger cars will eventually be stored.

There are MANY people that need to be thanked which made this move possible. To be honest, there are too many to name them all here. From those who helped with railroad operations to prepare the upper yard for the delivery to those who helping with cleaning out the restoration building to allow track #8 to be extended so the F-M

(Continued on Page 2)



ESE Cars Arrive

(From Page

#1843 could be stored inside to keep it warm for the car moves to several hands prepping the cars in Newark to those who made the arrangements with the OMID/CSX/LA&L for the move to the many hands that helped with the delivery. There are easily over FORTY different Chapter members that helped in some way so THANKS to everyone! This was truly a TEAM effort!

The Chapter also wants to thank the Ontario Midland Railroad, CSX, and the Livonia, Avon & Lakeville Railroad for their help and careful handling of our cars while in transport from Newark to Industry.

Of course, the work now really starts with the cars at the Rochester & Genesee Valley Railroad Museum, and the work has already begun. More details on the help needed on the work to be done will come soon, but you can help us in a different way immediately. The Chapter needs additional financial help to make all of the work on the cars and track possible in 2008. If you haven't given recently, please consider a donation to our ongoing Building Tracks to the Future fundraising campaign. For more info, please see our website, www.rochnrhs.org or mail your check made out to the Rochester Chapter NRHS to the Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326.

Thanks again to everyone that made this successful move possible!

About the picture on Page 1: Chris Hauf "stitched" together four or five individual photographs with a computer. The marvels on up-to-date programs and

Jeremy's message to the volunteers

Volunteers— Just a quick note to say thanks and express my appreciation to everyone who made the successful moves of our passenger car set last Saturday [12/15] such a smooth operation. Special thanks to Dave Luca for paving the way for the move and working with CSX and LA&L to prepare this event. Also for the tireless work, with help from Bob Achilles and many others, to get the cars ready to move from their resting place in Newark. Thanks go to the staff and crews of OMID for moving the cars to interchange on short notice. The moves would not have been possible without the excellent cooperation and coordination of both CSX and LA&L Railroads as well.

It was extremely gratifying and satisfying to see the events of last Saturday unfold. In less than ideal weather and under a severe time restriction, our volunteer train crews moved, safely and without incident, all of our passengers cars to our upper yard in around 6 hours. It was a privilege for me to work with such a great group of quality volunteers whose careful work made this possible. While there were many contributors to the day's events, special thanks go to Mike Dow, Chris Hauf Jim Johnson, Dave Luca and Luther Brefo for many hours of preparation, in planning the moves, trackwork needed to make it happen safely, and motive power preparation so that our aging equipment would be on line and ready to work. Lastly, thanks to all of the volunteers who crewed the trains and accomplished all of the support roles needed to make this move happen. It reinforces my feeling that we have a fantastic group of people who work well together to make difficult things happen smoothly.

Now that we have this behind us, lets be mindful that the real work is yet ahead. This coming Winter and Spring we must extend tracks 6 and 7 to the South so that we can clear the main by season opening. Hopefully this winter we will get our coach window replacement program underway in full swing, and begin other cosmetic work on our

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Membership Report*Jessica Stallone, Chair**Membership Contact:***Membership@rochnrhs.org**

If your name is highlighted, your National and Chapter membership has expired! Please take a moment and renew; we really like to "Keep You On Board". The dues structure is listed below and where to send it. If you don't act now, you will receive a notice, from the national, in a couple of months (*maybe*).

Jessica has expressed her desire to "Step-down" from the Membership committee (herself) on which she has so diligently served for the last few years.

Chapter & National dues

Chapter & National: \$53.00

Local member: \$20.00 (Primary membership in another Chapter)

Student: \$36 (Chapter + National)

Family member: \$65.00 (Primary member + one family)

Additional family members: \$5.00 each

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Membership

Rochester Chapter, NRHS

PO Box 23326; Rochester, NY 14692-3326

Check payable to:

Rochester Chapter, NRHS

Contributors to this issue

Harold Crouch, Dale Harnett, Chris Hauf, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as indicated.

>>>> passenger cars. Work will also need to commence in earnest in construction of our siding on the West side of LA&L, so that we can reverse last weekend's work (in much better weather.....) and have our car set ready for possible excursion service.

Thanks again to all who helped! Have a happy, healthy and safe Holiday Season, and we look forward to a great 2008!!

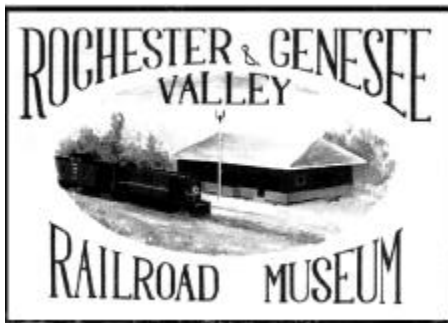
Sincerely, **Jeremy Tuke****We are looking for candidates for both****recording secretary and corresponding secretary.**

Contact: John Stewart

86 Bonnie Brae Ave.

Rochester, NY 14618-1802

704-8885; <RGVRR@Rochester.rr.com>



Motive Power

by Ron Amberger

Kevin Klees has been working diligently on the **Plymouth loco**. He has been making doors for both sides of the hood. Since he was unable to locate original drawings of the doors, he has adopted a design that has the appearance of the original and very likely the same construction which is wood frame with sheet metal exterior. He created telescoping props to keep the doors propped open for servicing. The engine canopy side frames were completed. This included the installation of individual louvers to allow for airflow over the engine. Also the front grill was completed. Several of these pieces have also been painted. Now there are some small lower panels that have to be fitted up and painted. There remains only a small list of tasks to complete the cosmetic restoration of the Plymouth.

EK 6 has been moved into the restoration building on track 8 to get some much needed brake maintenance. It will remain out of service until this is done.

GE engine **1941** will be worked on over the winter months. Remaining work needed involves installing new windows and window gaskets, finishing the rebuild of the north diesel engine, fixing the cab heaters, and installing and testing sanders. Thanks to Dave Chapus for measuring and purchasing the first replacement window glazing for this unit. We are still trying to locate the lost fittings for the cut levers for this engine. If you come across a box so marked please bring it to 1941.

There have been no further activities on the steam locomotives during December.

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Managers: **Railroad:** (Motive, Rolling stock, MOW, ROW)
Chris Hauf: 381-8583; crhauf@frontiernet.net
Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)
Dave Luca: 288-0318; daveluca@frontiernet.net

The **FM 1843, LV 211, EK 9 and NKP 79** have been buttoned up for the winter and will remain out of service until spring. **GE 1654** experienced a water pump failure on the number 2 engine during the switching moves with the Empire cars. It will remain sidelined until the water pump, which is on order, can be replaced.

The motive power division is in serious need of experienced mechanical hands to work on locomotive maintenance. We cannot enjoy operating our seven diesel locomotives without having a large group of committed and skilled people to maintain the locomotives. Currently urgently needed skills are machinists, diesel engine mechanics, steam loco mechanics and air brake mechanics. If you lack these skills but have enthusiasm for working on the locos please pitch in because we can always use "hands".

Depot phone usage

by Chris Hauf

As the Museum continues to look at where we can save on operating costs, we have seen occasionally high phone call charges from the depot phone. Please realize that calls even most local calls to the Rochester area from the depot phone are actually TOLL calls and thus are not free. We don't discourage the use of the phone for Museum/Chapter business or for emergency personal use, but we would ask everyone to limit any personal calls on the depot phone to help us reduce our costs.

Added call charges of \$10-\$35 per month begin to add up over time, and we would rather put that money into our museum & equipment. Thanks for your cooperation!

Year End Party

by Chris Hauf

The Year End Party will be **this Sat., Jan. 12** at the R&GVRM. We will get started around 2PM and go until whenever. Please bring a dish to pass. We will have the depot and a variety of cars open and warmed up. And we'll offer tours of our restoration building and you will be able to see our excursion cars as well which have been relocated to the R&GVRM.

We plan to have a variety of entertainment and welcome suggestions and participation. A member's slide show for example where everyone bring a some slides to share? The Chapter also owns an LCD projector so we can do digital images as well! Please let me know what you might want to offer so we know what to setup!

Due to needed maintenance and repairs on our motive power fleet and to give our operating department a chance to rest after a VERY busy 2007, we are not planning any railroad operations. Just a fun party with a chance for everyone to enjoy themselves.

Mike Dow is handling reservations, so please RSVP to him, mdow@rochester.rr.com, to let him know if you will be attending. We would appreciate knowing who is coming in advance and what you might be bringing to pass so we know how much food (i.e. pizza) we may need to order.

We hope to see you out there!

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.

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.

Excursion Window Shop Up and Running!

by Dale Hartnett

Museum volunteers have transformed the Erie Stillwell coach into a shop for reglazing windows from the Chapter's excursion set.

On Saturday December 22, Jeremy Tuke, Dan Waterstraat, Jim Johnson and Dale Hartnett cleaned up the north end of the car and began to install three work stations in the car.

This new work area will be heated and new lighting will make it easier to work efficiently.

On Saturday, December 29, work proceeded further when Bob Achilles, Bill Blasei and Rand Warner pulled three large windows from the concession car. Bob Mader and Dale Hartnett have begun dismantling these windows to prepare for installation of new glazing.

Over the years, the Lexan windows installed by Metro North have become increasingly clouded, making for more work in polishing windows and detracting from our passengers' enjoyment.

The five excursion coaches have a total of 65 large windows. Some window units have been replaced or reglazed, leaving 49 windows still to be done!

We will need to reglaze a minimum of 3 windows per month to have the full excursion set ready for service by Fall, 2009. Each window requires about 20 hours of labor. There is much work to be done on this one aspect of preparing our excursion set for revenue service.

We can use your help in obtaining the following items for the window shop:

Used bath towels, 2 box fans ,1 small ShopVac ,2 bar stools (24" stools only), 2 rechargeable drills, Putty knives, Scrap plywood (at least 29"x59")

Contact Dale Hartnett (dhartnet@brockport.edu or 585/395-2154) if you can donate any of these items.

Once we have a core crew trained on the procedure for refurbishing the windows, we will need additional volunteers. We hope that you will be

Library Report

by Charles Robinson, Chair

Although not fully organized, the new 40&8 library opened for book and VHS tape loans to the membership at the December 20 NRHS meeting. There were still boxes in the aisles of the library room, but members attending the meeting came up for a look and a few checked out items. At the moment, it is necessary to develop a policy on the periodicals, but you are welcome to examine them during the hours the library is open.

A few volunteers will work on other nights and will tackle the problem of emptying the boxes and removing them, in collapsed form, to the storage in Webster. Also the group will proceed to put the now somewhat out of order collection into order by call number. This will not progress too rapidly. The library chairman has to catch up on other concerns that were postponed by the need to devote time to the move. In addition, only a limited number of people can work in the library at once because of space problems. Thus increasing the volunteer level will not have much effect on progress.

At the moment, it appears the best time to have the library available is on meeting nights on the third Thursday of the month. Typically the 40&8 building is open after 6:30 PM on these nights and the library staff will be able to have the library room open around that time. Thus loans can be arranged before the meeting and during the break before the program.

At this time, there are no plans to have the room available after the meeting. Those taking care of the building wish to leave promptly after the meeting breaks up. Those interested in joining the committee might contact me at c2robinson@AOL.com or 377-4245.

It will also be necessary to initiate a new library committee to decide how this new library will be operated and what nights it will be open. There is also the problem of the periodicals.

Hopefully you will come upstairs to see the new library at the next NRHS meeting.

Opportunities to Serve

by Jeremy Tuke

As we begin the new year, there are several opportunities to get more involved and serve the Chapter. Library Committee Chair person. As many of you know, Charlie Robinson has served admirably as Chair of our Library Committee for many years. In addition to spearheading our cataloguing process for our library materials, Charlie was extremely involved in the massive efforts to relocate our lending library from our site in Webster to the 40&8 Club. Charlie has indicated he will be stepping down to take a well-deserved break, and to pursue some other projects. Your Chapter is seeking a member to lead this committee and work to develop the use and improvement of our lending library now located on the second floor of the 40 & 8 Club. Please contact Jeremy Tuke or Charlie Robinson if you have any questions or are interested. Membership Chair. Due to increasing demands of her job, Membership Chair Jessica Stallone is stepping down from this important position. The Membership Committee is responsible for maintaining Chapter membership records, managing the dues renewal process and working on membership development areas and opportunities. With the automation (and hopefully improvement) of the renewal process, that role has become much easier. Please contact Jeremy Tuke or Jessica Stallone if you are interested in this opportunity. Depot Guide "Crew Caller." Dave Peet is stepping down as coordinator for scheduling Depot Guides for our Museum. We need a volunteer who is computer-literate and can work to make sure we have Depot Guides scheduled for Sundays at the Rochester and Genesee Valley Railroad Museum in Rush. Having Guides present for our visitors is critical to our success as a museum, and this coordinator opportunity is a great way to contribute and get to know your fellow members as well. No prior experience is required.

Please consider these opportunities to serve your Chapter. It takes many individuals contributing in many ways to

(Continued on Page 5)

... To serve *(Cont'd from Page 1)*

help us accomplish all of the great things we do as a Chapter and Museum. Most do not require a tremendous time commitment, just a desire to serve and improve what we do. Please contact Jeremy Tuke jtuke@rochnrhs.org, 585-359-8944, if you have any questions or interest.

Tourism in New York State

by Rand Warner

The Sunday *Democrat & Chronicle* for December 30, 2007 indicated that \$47 BILLION was spent in New York State in 2006 on tourism. Of that amount, the Finger Lakes area received 5% or \$2.4 BILLION. Of that \$2.4 BILLION, Monroe County received \$897 MILLION, up \$86 MILLION from 2006, according to a second article in the Rochester *Democrat and Chronicle* for Friday, December 28, 2007.

Now if we could attract another 1/100th of 1% of the tourist dollars, that would amount to almost \$90,000 to split between our two Museums. Think what an impact another \$90,000 would have on our total experience presented to our visitors. Then multiply that by the year-after-year cumulative impact on our exhibits, infrastructures, operations, restorations, etc. WOW!

Together we Flourish

by Rand Warner

Rochester & Genesee Valley Railroad Museum and New York Museum of Transportation have great strengths and attractions when in combinations. Either Museum alone is a small fraction of the combined museums together That is why it is so important to very proactively support the resolution of the BOCES land issues as they concern the NYMT buildings and right-of-way for trolleys, track cars and trains.

We need to keep the visibility on these issues, of great interest to our insuring generations of visitors, and appealing to our elected officials and representatives, to find a true solution of wisdom for the common good of all concerned.

Upper Coach Yard

by Rand Warner

As the result of a truly heroic recent effort (covered elsewhere in this issue) we now have our complete excursion train set parked in front (north side) of the Restoration Building. We are already enjoying fruits of this move.

Dan Waterstraat relocated wooden steps for an entrance to the RPO/Support car.

Dale Hartnett and Bob Mader are reconditioning windows as they are removed from the cars - using an improved shop set up in the Stillwell coach.

Bob Achilles, Bill Blaesi, Rand Warner & Co. removed windows from the cars for rehab by Dale and Bob.

Other repair, rehab and rework efforts are already underway.

AND ALL THIS IS HAPPENING RIGHT IN THE MIDDLE OF WINTER - WOW!

Outreach to Others

by Rand Warner

At our Annual Picnic, we hosted quite a number of visitors from the Sterling Historical Society's Lehigh Valley RR Signal Tower Project at Sterling, NY.

This small group has done a remarkable job of relocating and restoring the former tower from Sterling Junction, now set up at their Sterling Museum site on a new concrete slab.

New York Museum of Transportation has recently donated two signal levers to the tower project. R&GVRM will be donating additional signal equipment and parts for the project.

The Sterling folks greatly appreciate our support and nurture, and look forward to recreating appropriate interior and exterior "decorating" for the tower. They also want to expand, over time, the ground displays in proximity to the tower; hopefully including a panel of track with a car on it, and an operating signal next to the track.

Traction Action

by Rand Warner

The newly extended active overhead for trolleys at NYMT is really great; not only is the active ride length doubled, but the ambience and scenery of the new section is much enhanced.

You can stand out there and watch the trolley run by and look at the track settling and you can imagine being on almost any interurban anywhere!

Try it in fresh snow, or even during falling snow. What an experience to enjoy in 2007 or 2008!!

Now for the best news of all. Plans are already afoot to lengthen the active overhead by another 1000 feet in this coming year. Won't that be a real blast!!!

Yes, We Have Power!

By Rand Warner

Thanks for Jim Johnson & Co., we have 120v and 240v power available from all four corners of our Restoration Building to support the maintenance, operations, and restoration efforts of our many programs and project.

Recently, Jim has rigged up a 240v extension power cord on a two wheel cart, for use with locomotive block heaters in proximity to the Restoration Building. This new capability has been a great help in recent start ups for EK-6, RG&E 1941, Army 1654, and Army 1843 locomotives.

RPO Mail Pickup Demo

by Rand Warner

Lynn Heintz, Dale Hartnett and Rand Warner are at it again, working on restoration of mail pickup, donated by Peter Gores, for our RPO..

Engineering Dept.

by Rand Warner

The work Jim has recently done on our engineering files is critical to our having quick and reliable access to our drawings, in support of ongoing urgent discussions with Monroe County on water and sewer, NYS Office of General Services and NYS Office of Children & Family Services on land, LA&L RR on new switches and new siding, adjacent land neighbors, engineering contractors, construction contractors, National Grid on new power and other items.

The True Christmas Spirit

by Rand Warner

The January 2008 issue of "Empire State Express" indicates the Niagara Frontier Chapter, NRHS recently gave out two brand new train set outfits to two local Buffalo area hospitals for their children's wards. What a truly thoughtful and generous idea! Niagara Hobby and Craft Mart sponsored those gift donations with the Chapter.

Thanks to John Redden

by Rand Warner

For at over fifteen years of faithful, committed, dependable, and exemplary leadership of our Motive Power Department, Train Operations, Train Crew Training, Planning and Staffing for all our regular and special event, hosting of Operations and Volunteer Meetings, and Steam Team.

The record of safe and timely activities, conducted in a creative and interesting way for all of our visitors and volunteers speaks volumes about credibility and integrity.

This does not happen by accident. It takes an enormous amount of energy and time, to say nothing of blood, sweat and tear.

Thanks, John for all those great years!

Visit our two Websites for color!

www.rochnrhs.org, or
www.rgvrrm.org

These Positions are OPEN

Membership Chair

Library Chair

Depot Tour Guide "Crew Caller"

Contact one of the Managers on Page 3.

Better verify GPS directions!

In Bedford Hills, a computer consultant apparently put too much faith in the GPS technology in his rental car. It took him onto railroad tracks as a train barreled toward him.

The driver had turned right, as the global positioning system advised, and the car got stuck on the tracks at the crossing. He jumped out and tried to warn the engineer by waving.

He got out of the way as the Metro-North train slammed into the car at 60 mph in a fiery crash. About 500 passengers on the train were stranded for two hours during the evening rush hour; and affected more than 10 other trains.

Fortunately, neither any facilities or injuries were reported.

OK for airline passengers to get subsidies, but not railroad passengers?

by Gale Smith

The December 2007 issue of USATO-day had an interesting featured article on Page 1. Reporters analyzed the subsidies paid to small airlines, most of which serve communities within fifty miles of a major airport. Many of the smaller airports have grown in size since 1978. That was the year that flight subsidies were established for a **10-year period**.

On the average, the smaller airlines had a 37% occupancy per flight excluding those in Alaska. The overall aviation system ran at 79% capacity in 2006.

The typical distance is around 50 miles, well within the regular driving time to close-by major airports.

Where it makes sense is in Alaska, where communities are far apart and transportation services are scarce. But can't railroad passengers of long-distance



Tonnors in the building! With Track #8 further extended in the Restoration Building, both GE 45-tonner RG&E #1941 and GE 80-tonner Eastman Kodak Company #6 rest INSIDE the building for work this winter. [Chris Hauf photo & caption]

A Trip on a Baldwin RF-16 Locomotive

by Harold Crouch

One time I was asked to ride two Baldwin RF-16 [Sharknose] units from Collinwood (Cleveland, Ohio) to Buffalo, N.Y.

At first, the Erie Division engineer refused to take these units, having heard so many "horror" stories of delays and failures with this type of locomotive. However, he finally broke down and took the two units after being told that a "diesel expert" (me) would be going with him, so there wouldn't be any problems (sez here in very fine print!)

The two units took a tonnage train out of Collinwood Yard, heading East on Track 2 - the Baldwins going at their usual gait! To try to reach 60 mph, took most of a division and then the speed only increased going down grade! This was because Westinghouse Electric did not believe in traction motor transition like Alco and EMD did. Only four steps of traction motor field shunting were provided.

Approaching Ashtabula, Ohio, there was a mandatory slow down account the freight track crossings going to Ashtabula Harbor (coal). This was necessary to prevent flashovers of traction motors when going over the crossings. For this slow down, the engineer elected to use the dynamic brake.

The slow down was completed, the units passed the crossings, and then taken back to motoring again. On going to motoring, the oil engine in the lead unit died - low lube oil alarm! The engineer, knowing that any attempt to restart the engine would result in an automatic air brake application to the train, said that since we were still moving, perhaps he could get the caboose clear of the crossing with the other unit. Fortunately, he was able to do this and so an attempt was made to restart the oil engine.

The engine was taken off the line and the "start" button pressed. The engine rolled over and quickly came up to idle speed. However, when the "start" button was released, the engine diesel again -

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low lube oil alarm! Since we had plenty of lube oil in the crankcase and the lube oil pressure came up OK on starting, the problem must be with the low lube oil pressure switch. So the next time around, when the lube oil pressure came up, the armature of the pressure switch was lifted up with my finger. It held and so the engine was put back on the line, the brakes pumped off, having applied on starting the engine, and the flag called in, and we continued on to Buffalo.

Arriving Buffalo's HC Yard, the head brakeman came up to say that the train would not fit on the yard track! So it was suggested that the caboose be put in the clear and what was left over at the front be doubled over to the next yard track. This was done, the unites cut off to run light to Frontier diesel terminal for servicing.

In a note, Harold wrote:

"Some friends of mine had come to Buffalo on other trains & a group of us went downtown to the Lafayette Hotel (now gone) to get some rest before going out on trains in the morning.

"That night someone came in thru a window and stole our wallets! So we had to endure the process of getting replacement driver's licenses!"

Harold also wrote: "It seems odd **not** to see the Chapter's passenger cars here in Newark!"

Looking for RR stations; Present of Past?

The Railroad Station Historical Society has a web page: <http://www.rrhs.org/index.html>. Stations/structures/museums are listed by state than county.

Some have links to photographs and other information. There is a link to the depot at Industry — but it appears to be "broken"! Anyway, one can spend a considerable amount of time exploring this tabular site.

Chapter member, Charles Woolever

History of the Mallet locomotives

The current issue of *Railfan and Railroad Magazine*, February 2008 starting on Page 44, features "The Mallet Story" by Fr. Dale Peterka. He writes about these compound engines and their development, why most roads changed from the combination of high/low pressure compound configuration to simple articulated high pressure ones. The article is well illustrated with ten photographs.

This configuration was designed in 1885 by the Swiss designer, Anatole Mallet (*Mo-lay*). The design was protected by international patents which expired in 1904. At that time American Locomotive Company built their #2400 (*Old Maud*) which was put on display in St. Louis.

C&O as the largest user of articulated (2-6-6-2s): 256, with the last being built in 1949. Norfolk & Western, Chesapeake & Ohio and Clinchfield used articulated compounds into the late 1940s.

G&W buys another line

Genesee & Wyoming, Inc. took a 87.4% investment of Maryland Midland Railway, Inc. Their portion is 63 miles of track in Maryland that links with CSX rail network; the remainder will be owned by Lehigh Cement.

G&W has holdings in the United States, Canada and Australia and a minority interest in a road in Bolivia.

The Greenwich, Conn. based company owns the Rochester & Southern, Buffalo & Pittsburg, and the South Buffalo Railroads. Eastman Kodak Company is a local customer.

In days past, the Genesee & Wyoming Railroad was a short line serving the Retsof salt mines southwest of Rochester.

NYMT holds "Bring Your Own Trains event"

Every winter, NYMT has opened their HO layout inviting visitors to bring their own trains to run and operate on this large layout.

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

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Chapter Meeting & Program:
**Railroad Slides from
 Long Ago**
 by Ron Stacey
 7:30 PM
 Thursday, January 17, 2008
 40 & 8 Club
 933 University Ave.

Happy New Year

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
 Smith,

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**

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

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

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