

The Semaphore

Newsletter of the Rochester NY Chapter,
National Railway Historical Society

September 1997
Volume 40, No. 1

Meeting: Sept 18

We resume our regular meeting format by returning to the 40 & 8 Club on University Ave. The membership starts at 8PM, followed by the program.

Jack Matsik is in the process of arranging a program of one or more videos about railroading (of course). The titles will be announced at the meeting.

Much was accomplished this summer, so Rand Warner and others will have a lot to report. Plus Bob Miner will update the Fall Foliage trips status.

Program Committee

Jack Matsik (Chairman)	442-6269
Bill Limburg	586-9470
Dan Cosgrove	352-6931
Dave Luca (Board liaison)	288-0318

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.



The P&H 35-ton Truck Crane is parked out at our Webster site (our train set is in the background). Art Mummery has been reconditioning this crane literally from top to bottom and should be picking up railroad passenger cars by the time you read this. (Photo by Bernie Cubitt)

Fall Rides Start on Sunday, September 21

If you can help in the parking lot at Sodus, give Jim East (377-5389) or me a call. Parking is always in need of an extra person to guide people to their spot. If you can not spend all day then parking is for you. The parking lot people can leave after the 2:15 train departs. If you wish you can ride the train instead of leaving for home.

Ticket agent, Marie Miner, can also use a helper at the boarding site. Again, you are through at 2:10 so you are free to go. If you can help, call me.

Again this year Wednesdays are cleaning the train day. It will be in Sodus by 9:30 in the morning. If you are retired or work nights, come out and help. There are 5 coaches to clean so "many hands make light work" and you can help.

These Fall rides are one of the Chapter's projects that make money. We need all the help we can get to make the rides a success.

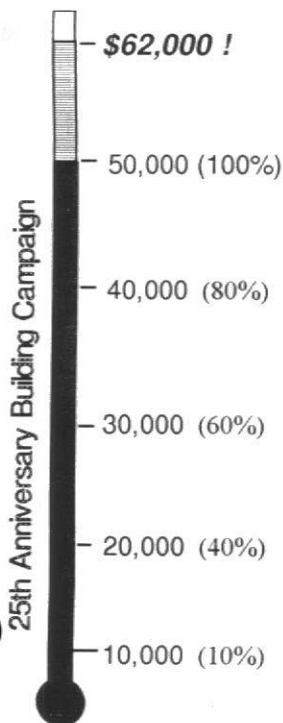
Thank you,

Bob Miner, 671-3589

Thanks & Thank You!

If you can picture us Bowing at your feet, Kissing your very toes and Thanking you obnoxiously for your Generous Support, then you can understand our deep feelings of Gratitude!

The Depot Silver Anniversary Committee



Pass On or Post those Flyers!!!

Remember the Fall Foliage flyer included with the last *The Semaphore*? How about posting it in a prominent public place? You can pick up more at the Depot or at the September meeting.

At the request of Wayne County, we have increased our liability coverage for these trips resulting in an extra \$3,000 expense! We need to recover this with extra patronage!

Depot Guides for Sept/Oct**Sunday, Sept 7:**

Harland Mofitt, 324-4654
Larry Boehme, 425-1246

Sunday, Sept 14:

Charlie Peterson, 663-7661
Jerry Ledertheil, 663-6984
Mary Hamilton Dann: *Book Signing at NYMT, 1:00pm*

Sunday, Sept 21:

DeWain Feller, 527-9619
Lynn Heintz, 768-6984

Sunday, Sept 28

Jim Moore, 289-9692
Windsor Wright, 248-5948

Sunday, Oct 5:

Bernie Cubitt, 352-3064
Gary Bogue, 482-8602

Sunday, Oct 12:

Chris Kingsley, 458-8419
Dave Soble, 244-2117

Sunday, Oct 19:

Vic Parmenter, 924-2649
Dave Berner, 223-9388

Sunday, Oct 26:

Don Shilling, 381-3171
Bruce Mathews, 248-5317

If an Act of God forces you to change your guide appointment, please trade with one of the guys listed above.

Don Shilling

Contributions needed to move two cars

Chris Hauf has negotiated the donation of two railroad cars of antique vintage in the Buffalo area. About \$1,850 is need to move each car to our yard.

The more significant one is a wood-on-steel ice bunker refrigerator car donated by Fruit Growers Express.

At the August meeting, Dave Luca pledged \$1,000 to be matched by an equal amount.

Forms for pledges will be available at the September meeting, or you may mail your check, payable to Rochester Chapter, NRHS, to: FGEX 50220 Fund, c/o Rochester Chapter NRHS, P.O. Box 664, Rochester, NY 14603.

Bob & Marie Miner to Give up Fall Foliage Excursion Positions

Bob Miner announced at the August meeting that Marie and he will 'retire' from working on the Fall Foliage Excursions at the conclusion of this season.

For them, it has been a time consuming job, which has escalated over the past 9 years! During September and October, Marie handles mail and phone orders for tickets, and also sells them at the ticket booth on excursion days.

Come May, Bob visits the excursion set at least weekly, to work on keeping the cars in running shape.

SO ... 'hear' this call to spread these duties among more members! Bob is looking for 1 or 2 members who can become familiar with the train set as a whole and know what is necessary to keep it well maintained. This includes, among others, checking trucks, wheel sets and brakes, electrical systems, air conditioners and painting, plus improvements. You can 'farm' out the light work -- such as the annual polishing of the windows, mopping, wiping down the seats, putting water in the batteries or water tank (this is only a partial list). But Bob is **NOT** going to call **YOU**. Go to the phone and give the Miners a call (671-3589) to reserve a job that interests you (before someone else does). Have the Miners assist you this year; they may not be available to do so next year!

... Or Work the Concessions

Janet Dittmer could use help on the train for concession and store sales. Interested? Call Janet at 288-0318. She will explain the fundamentals.

\$\$\$\$\$

These Fall Foliage Excursions brings in the most revenue of any of our activities, and certainly help in keeping our R&GV RR Museum functioning. An added benefit is that the excursion fleet will be paid off this year! Hence, more monies available for other uses.

Membership Report

Thomas A. Way, Chairman

Welcome to:

Morgan & Barbara Proseus
7244 Pear Tree Meadow
Ontario, NY 14519
315-524-5542

Added to your roster:

John Gallagher

Statistics:

National + Rochester.....	200
Rochester only.....	8
Family	31
TOTAL:	239

"The Funds"

EKC #6 Prime Mover Fund: Over \$3,200 has been pledged or received which allowed the purchase and transportation of this prime mover to museum property. The goal is \$5,000. Additional funds are needed to switch the units. John Redden is the overseer.

PRR N-5c Caboose Fund: \$1,550 has been pledged or collected towards the purchase of this unique caboose design. Chris Hauf is this fund's promoter and negotiator for the caboose.

Restoration Building Fund: This fund is over \$62,000. The written "specs" have been completed; next step is to submit them to an architect for plans. Building design is now underway. Don Shilling is the principal contact here.

A contribution to any of these funds would be greatly appreciated by the overseers.

Fall too Busy?

As you know the NYMT is open on Sundays year round including the gift shop! Proceeds from gift shop sales are split between NYMT and NRHS. To date, very few of our members have worked in the gift shop. Give it a try. Call Marie at 671-3589.

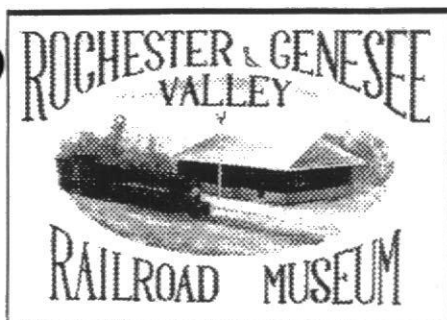
Fall Foliage Trip Schedule:

Saturdays: Oct 11 & 18

Sundays: Sept. 21, 28; Oct 5, 12 & 19

12 Noon and 2:15 departures, all dates

Fares: Adults: \$10; Ages 3-15: \$6.50;
Under 3: free if on adult's lap.



Rand Warner, Manager, 425-8587

Rand, who writes the material for this section, is on vacation. He has asked the Superintendents to submit material.

Maintenance of Way Equipment

by Norm Shaddick, Supt., 865-2773

The rebuild program for track car Number 2 continues, spearheaded by Bob Mader, with assistance from Art Mummery, George Knab, Rand Warner, and Norm Shaddick. Sprockets to convert it to 4-wheel drive are in place and installation of the drive chain between axles is next on the agenda. At the same time, the Oliver-Cletrac four-cylinder engine replacement is proceeding, although at a slower than anticipated pace owing to some unforeseen difficulties.

Dick Bean continues to spruce up the Burro crane and is rebuilding the operators seat. We are hoping to have the cab fully enclosed before the onset of winter weather.

TC 3 (the RoeMobile) continues to perform as our primary Sunday passenger motive power as well as pulling numerous charter runs through the week. Recently it has been experiencing starter problems which have been traced back to an apparent rear seal leak. Further repairs are looming on the horizon. Thanks to George Knab and Dan Waterstraat for their assistance in removing, repairing, and re-installing the starter on this much needed piece of equipment. Operators will find it a quieter machine to drive, thanks to the efforts of Steve Huse in installing a muffler! Bob Mader, Bob Miner, and Jeremy Tuke have upgraded the safety aspect of our ride by installing brake lights on both ends of the car which

automatically light with any brake application.

Mark Pappalardo is keeping the Jackson Tamper exercised by tamping the right of way as the track gang continues its track leveling program north of Switch 6.

John Redden and company are busily engaged in their efforts to raise the front of his Boston & Maine snowplow in order to clear the rail sufficiently for movement. John has fabricated a shim and installed it on the lead truck center plate bearing, which has been a difficult and time consuming task. The time is near for its inaugural run on museum trackage. Stay tuned for further details!

Depot Campout a Success

by John Redden

The third annual Depot Campout and Cookout was held at the Industry Depot on Saturday, the 16th of August and Sunday, the 17th.

The evening's events started with the round-trip operation of locomotive EK-6 between the depot and the NYMT. After returning, we fired up the grill and had a delicious dinner featuring Italian sausage, hot dogs, hamburgers, and many side dishes and dessert.

The entertainment portion of the evening started with Charlie Harshbarger's pictures of the Churchville derailment. After dark, the group adjourned to the yard, where a projector and screen were set up for slide viewing. After several trays of slides, we moved to the freshly repainted Lackawanna baggage car and watched videos into the wee hours of the morning.

The Pine Falls, the Erie caboose C-254, and the New York Central caboose 19877 provided sleeping accommodations. Because it was a very warm and humid evening, the newly installed air conditioner in the Pine Falls proved to be a valuable addition.

The following morning, a light breakfast of cinnamon rolls, milk, juice, and coffee rounded out the stay at the depot. Thanks to all who participated, and a special thanks to Elaine Redden for doing the shopping and much of the food preparation and cleanup.

Construction and Equipment

by Joe Scanlon

The assault on the 25th Anniversary Building site hill has begun! Clearing and grubbing began with the whine of chain saws and the crack of falling timber undertaken by Neil Bellenger, Dan Waterstraat, Jeff Carpenter, Scott Gleason and sons, Charlie Harshbarger, Chuck Whalen and many other willing hands pitching in.

Joe Scanlon and George Knab, using the Cat D-7 dozer and the Lorain clam shell crane moved the trees and brush.

Next the Bucyrus-Erie 15-B backhoe and International dump truck were teamed up to start moving the dirt, assisted by grade stakes and surveying by Dave Goodwin and Joe Scanlon.

Already the hillside has been dramatically changed, but there's a whole lot more earth to move.

Art Mummery has been religiously working away at our many necessary heavy equipment repairs. Art has spent many hours and many skinned knuckles keeping the 15-B backhoe, Galion roller, Lorain crane, George Knab's welder and the Bay City shovel going, among others!

Many thanks to all those who have pitched in and are helping to make it happen! If YOU want to help, come on out!

A Collateral Museum

Museum of Historical Construction Equipment

"Historical Construction Equipment Collection at the Rochester & Genesee Valley Railroad Museum" is the title of a new brochure designed by Chris Hauf. This is a companion brochure to those Chris recently designed and had produced for the R&GV RR and NYMT Museums.

As you may have ascertained from past issues of *The Semaphore*, the accumulation of construction equipment on our property is beginning (or has exceeded) that of R&GV RR rolling stock collection.

(Continued on Page 4)

Construction Eqpmt Collection

(Continued from Page 3)

We are very fortunate in that both collections are not restricted to static display status, but are functional with most items in full operational status. Consequently, the construction equipment, with volunteer operators of that profession, contributed to the every expanding needs of present and future objectives. Hence, this issue will highlight the most recent acquisitions.

The Crane is Ours!

(Pictured on Page 1)

by Joe Scanlon

The 35-ton P&H truck crane, recently donated to the Chapter by Carl Scaczo and Russ Ladelfa of the Hudson Steel Co. was recently dismantled and moved to Webster to assist in maintenance work on the Chapter's excursion coaches. Our sincere thanks to our mechanical wizard, Mr. Art Mummery

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for bringing the P&H back to operational condition after not being run for seven years!

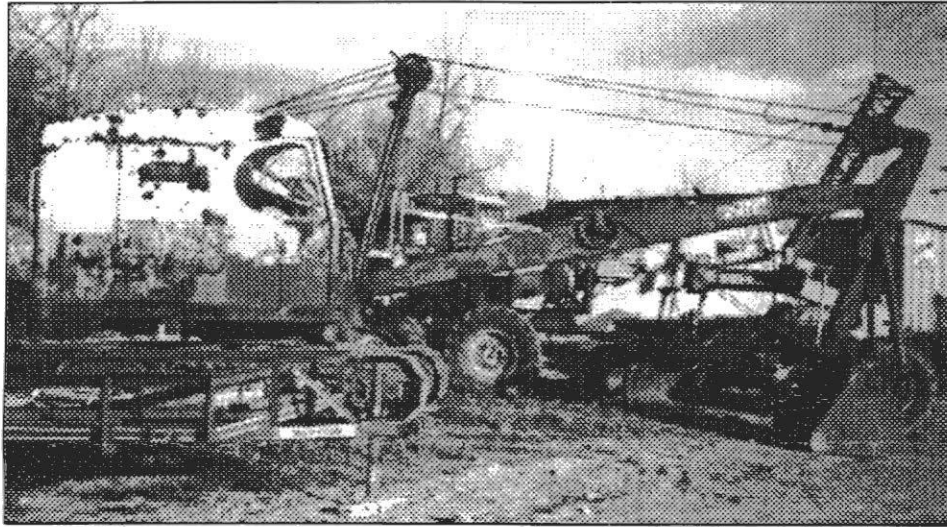
Thanks also to George Knab along with the many Hudson Steel workers who helped us dismantle the crane boom. Also, many thanks (again!) to Mr. Gary Pitt owner of Mendon Enterprises low-boy service for successfully making a very tricky equipment move for us. Without Gary's help, it simply wouldn't have happened!

Morey Moves the Boom

Thanks to member Walter Morey for providing the truck and trailer to move 100 feet of crane boom from Hudson Steel's yard both to the jobsite in Webster and the museum equipment yard. Try moving 30-foot boom sections thru downtown Rochester some time!

Equipment Needs Prepping Before Painting

Volunteers are needed to clean and prep heavy construction equipment for painting. Joe has contacted a painter, whose speciality is painting this type of equipment, who is willing to paint our pieces **PROVIDED**, a group have been prepped. Contact Joe Scanlon, Superintendent of Construction and Equipment: 392-8841



The Bucyrus-Erie 22B Shovel was acquired from Chapter member Larry Marmett this year. This shovel has a big International-Harvester diesel engine that runs like a watch. It need the tracks re-bushed and a paint job. Any painters out there? (Photo by Bernie Cubitt)

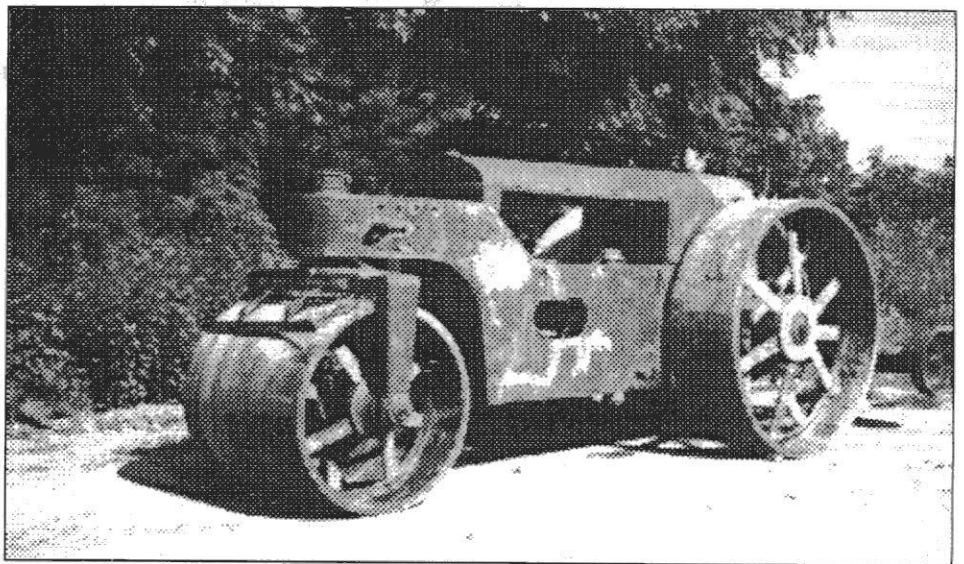
Second Galion Roller added to the Fleet

Thanks to the generosity of Mr. Val Kufminsky of the Pittsford Paving Co., the Chapter now has a second Galion three-wheel roller in the heavy equipment fleet. No. 2 Galion roller is in generally good condition, but will need engine replacement.

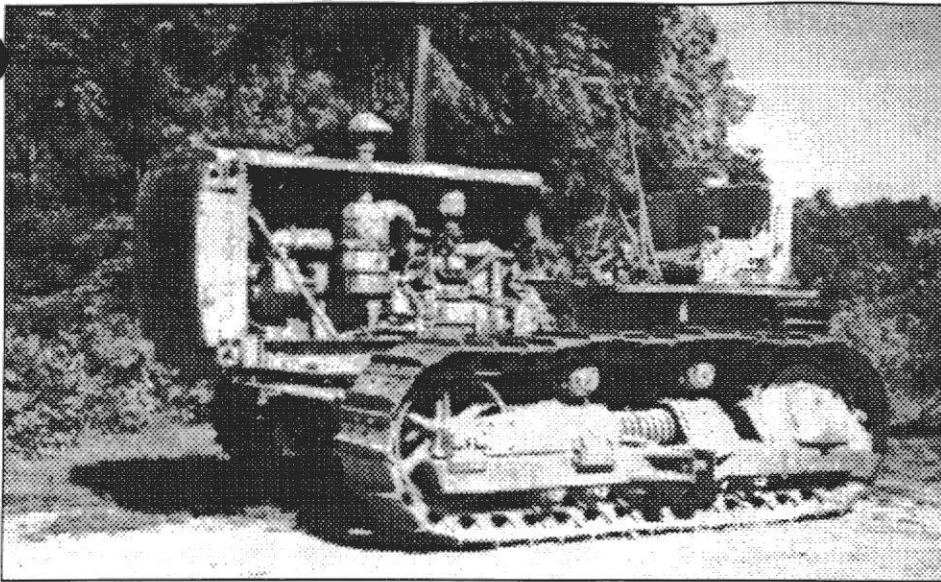
Would you believe this roller was once owned by Chapter member Walter Morey? Another interesting coincidence?

Amateur Radio Railfans

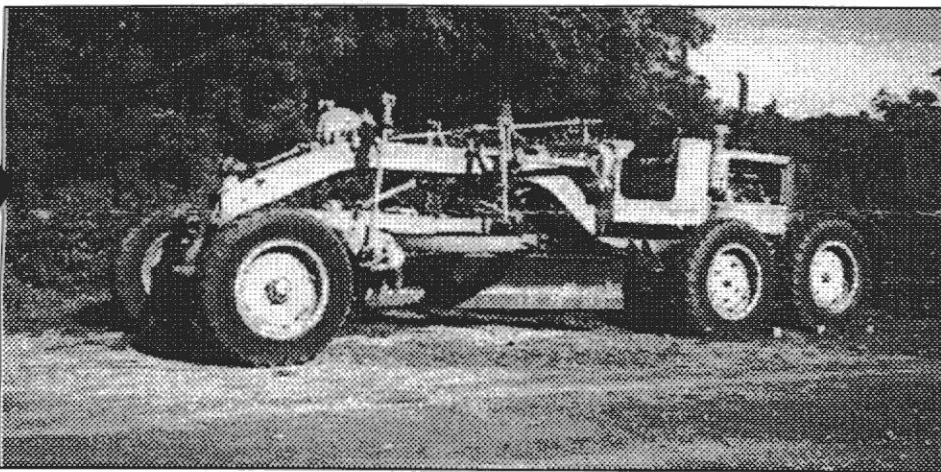
If you are an amateur radio operator, there is a local net for you: Repeater 145.290 Mhz Downtown Rochester which meets Thursday from 7 to 8 pm every week. More details from Dale Fravel, N2LWY or (716) 581-1175.



The #2 Galion Roller was acquired with the idea that it would be a good parts machine for our Ace Paving Co. roller, donated by Mr. Vac Kufminsky of Pittsford Paving Co. It is in such general good overall condition that it should be re-powered (bad engine) and put in our fleet. (Photo by Bernie Cubitt)



The CAT D-8 Tractor, donated by Mr. Byron DeWitt of the B.R. DeWitt Co. awaits reconditioning. Another project that could use a sponsor! (Photo by Bernie Cubitt)



This Cat 212 Motor Grader is on loan from DiFiore Construction, and represents a first as far as acquisitions go. Usually the heavy equipment we obtain has been parked for years and most times won't even run. In this case we went out to DiFiore's construction project in Brockport, where it was working and drove it away! Life is good! (Photo by Bernie Cubitt)

Barber-Greene Conveyor Rises from the Ashes (or rust!)

The next time you see Tom Phillips, congratulate him for a job well done. Virtually single handedly, Tom has the Barber-Greene conveyor running, moving under its own power and steering. Tom is another good example of how one determined individual can make a major impact on our museum existence. Congratulations Tom! Now if only there was a tender that needed a load of coal ...

The Rutland Road, 2nd Edition

by Jim Shaughnessy

Reviewed by Bill Heron

Traditionally, Americans are fond of underdogs. There were few railroads more of an underdog than the Rutland, thus there is a great deal of affection among railfans for this "fallen flag". In his 436 page book, Jim Shaughnessy has provided his readers with almost everything they might want to know about the Rutland, from its beginnings through to its death in 1963.

(Continued on Page 6, Col. 1)

An Interview

Norman Shaddick



I was born and lived all my life in Rochester area, except for a brief period when Uncle Sam decided I should live elsewhere. My working career was with Eastman Kodak in the field of photographic quality control, and would probably be ongoing were it not for a retirement offer I couldn't refuse.

Thanks to a father who worked for the Erie Railroad, I can say that my interest and fascination with railroading has been nearly lifelong. Thanks to both "Foreign" and "Home" passes, most of my family's travels were by train. To this day I can vividly remember being hoisted to the footplate of an Erie locomotive and sitting in the fireman's seat while we batted cars around the Erie's freight yard on Exchange St., and gazing with awe into the inferno of the firebox. As I grew up, one of my favorite haunts was the Main St. overpass at the west end of what was then the NYC yard. I remember one time becoming brave enough to walk into the yard near the yard office and being promptly booted out by a New York Central "Bull"!

Shortly after beginning my career with Kodak I joined the navy and spent the next four years as a navy photographer. The recruitment posters said "Join the Navy and See the World", and that's exactly how it worked out as I made a world cruise with all expenses paid.

(Continued on Page 6, Col. 2)

The Rutland (Cont'd from Pg 5)

Truly, as Jim Shaughnessy wrote, the Rutland "went from nowhere to nowhere", and there wasn't much in between to generate the volume of traffic needed to provide adequate income. The Rutland had two termini at the south end, Chatham, NY and Bellows Falls, VT. These lines joined at Rutland from where the main went north to the Canadian border. At the north end, Alburgh, the Rutland went west to Ogdensburg. Significantly, "the Rutland didn't have a single major source of on-line traffic that couldn't be served by another railroad".

This book tells of the ingenious schemes the Rutland's managers employed over the years to get and keep business. At one time, the Rutland had a fleet of small boats that plied the waters of the Great Lakes to take and receive loads from various lake ports in the midwest. It was the Panama Canal Act, however, that ruined this operation because that act banned an operator from offering water service in competition with rail service that it also controlled. Since the Rutland at that time was controlled by the New York Central, the Act applied to the Rutland's lake boats, which had to be withdrawn from service.

Another thing I had not been aware of was that at another time the Rutland promoted itself as a high speed bridge line from the Boston market to the west. The Rutland received cars at Bellows Falls from the Boston area via the Boston and Maine and hauled those cars north to Alburgh, then west to Norwood where they were interchanged with the New York Central for the trip to Syracuse and points further west. The Rutland's charge for this circuitous routing was lower than that for any more direct route and for a while this yielded sufficient revenue to keep the whole thing going.

I thoroughly enjoyed this book. The writing is well done and easy to read and there are more pictures than anyone would have a right to expect. It's too bad, the photos are in black-and-white, but I suppose that this also was the case

for many of the originals. My only criticism has to do with maps. There is a reasonably good map of the Rutland itself, but there really ought to be a composite map that shows the routes of the Central of Vermont, a major competitor. Other than that, I'd say get or borrow a copy, read it and indulge in a trip to nostalgia with one of the "underest" dogs there ever was.

An Interview: Norm Shaddick

(Continued from Page 5)

After my discharge I swore I would never again leave this country, but that thought lasted only a few years before the urge to travel again became overpowering. Since then I have traveled from Australia to Zimbabwe in the search of trains to ride and sights to see. On the domestic rail scene, among my favorites are the narrow-gauge lines that covered the state of Colorado, including those that still exist. Other rail-oriented organizations I belong to are the New York Central Historical Society, Michigan State Trust for Railway Preservation, and the Railroad Enthusiasts.

I joined the Rochester Chapter in 1965, but was relatively inactive owing to the shift work I was involved in until my retirement. Since then I have served on the Board of Trustees, Stores Committee, Publications Committee and Operations Committee. I am presently involved in attempting to keep our elderly track cars chugging back and forth between our museum and the NYMT for the public enjoyment, as well as overseeing the care and feed of our other maintenance-of-way equipment.

One thing I would like to emphasize is that rarely have I had the privilege of joining with a group of men and women who worked so cohesively together for the common cause of attempting to maintain for the public a small slice of what railroads are all about and the huge part they played in the development of our country. *Norm Shaddick*

(Editor: Looks like a couple of excellent programs based on Norm's travels.)

Tid-Bits

from other newsletters & sources.

The **Michigan Railroad Club** will mark their 60th Birthday with a special mystery trip on October 5. (*The Michigan Railfan + flyer*)

Library of Congress to provide maps via Internet. Presently 26 are available: 1200 by October and 50,000 in the year 2000. Plans to include RR maps from 19th and 20th centuries. Website: <http://www.loc.gov/>. Go to the American Memories Collections. (*The Interchange* (Baltimore, NRHS) via *The Roundhouse* (Greensboro, NRHS)).

The **Lake Shore Chapter** to have a tour of Arcade & Attica RR plus stops at former NYC station at Westfield, NY; Alco-Brooks display at Dunkirk, crafts shop at former BR&P depot at Springville with lunch at Western House, a former BR&P Pullman car converted to dining. On the return, a stop at Salamanca at the Salamanca Railroad Museum in restored former BR&P depot. All this happens on September 13.

CSX to restore 79MPH speeds between Albany and Cleveland. In 1995, Amtrak speeds were reduced to 35mph between Utica and Amsterdam when Conrail downgraded mainline from Class V to Class IV. (*The EPS Express*, Jul-Aug '97).

Buffalo Bills Express returns for five home games: Aug 31, Oct 5 & 26, Nov 2 and Dec 14. It will depart Albany, with stops in Syracuse and Rochester. Train & game tickets are \$75; train ride only: \$38 Info: 716-648-1800. (*The EPS Express*, Jul-Aug '97).

Bald eagle killed by train. On June 28, a young eagle was found in the Hudson River, near Cossackie. Experts said the eagle died from a blunt impact and strongly suspected it was struck by a train. "We have enough problems trying to get people to stop beating trains across the tracks. Animals probably have less sense." Conrail spokesman Bob Livkind said. (*Democrat & Chronicle*, Jun 28 '97, pg 7B)

National NRHS News

Bulletin #3 Arrives

You should have received the NRHS Bulletin #3 by now. This issue contains reports from the various NRHS chapters. John Weber made sure that our chapter was well represented.

Gerstung our new Regional VP

Geoff Gerstung, of nearby Niagara Frontier Chapter, was appointed Northeast Regional Vice President. This vacancy occurred when Bruce Hodges was selected to be National Secretary. Both have visited our museums within the last year or so.

Chapter's 60th Noted

The *NRHS News* expressed congratulations on our 60th Anniversary, and noted our aim at a 1937-ish theme.

National Convention Schedule

July 8-12, 1998, Syracuse - hosted by the Central New York Chapter. Plans include several excursions on local railroads, including steam powered one. Their web site: <http://www.rhshistorical.com/cnynrhs>

1999, Sacramento - hosted by Central Coast Chapter.

Year 2000 and beyond are open for bids.

A Smile, A Laugh

Dick Davis, Editor of *NRHS News* noted the following laughable laws as reported by The St. Louis Chapter's newsletter, *The Gateway Railletter*.

"New York City says you cannot shoot rabbits from the rear of the Third Avenue streetcar - when the car is in motion. Maryland laws makes it illegal to knock a train off the tracks. It is against the law in North Dakota for an engineer to take his train home at night unless they carry a full crew. It is a Texas law that when two trains meet at a railroad crossing, each shall come to a complete stop, and neither shall proceed until the other has gone." !!!

1997 Railway Heritage Grants Awards

Fourteen applications were received requesting a total of \$58,496.68. \$20,000 was available. Those receiving grants and their projects were:

Delmarva Chapter - \$3,000 for restoration of 1926 Pullman parlor car *Diplomat* to original appearance after 30 years of work train service.

Eastern Nebraska Chapter - \$3,000 for interior restoration of 2 passenger coaches used in museum operations.

Gulf Coast Chapter - \$1,500 for exterior restoration of GM&O parlor car *Alton*.

Heart of Dixie Chapter - \$1,000 for weatherproofing and window restoration in former L&N tavern lounge car *Alabama Club*.

Nashville Chapter - \$3,500 to replace life-expired roof of Tennessee Central business car #102 (Pullman, 1911).

Pacific Northwest Chapter - \$2,500 to preserve and catalog documents, maps, drawings, and photographs from the SP&S Motive Power Department and SP Oregon Division Engineering Department.

Tri-State Chapter - \$3,000 for replacement of life-expired wheel sets on CNJ F3A diesel locomotive #57.

Watauga Valley Chapter - \$2,500 to restore side sills and collision posts in ex-FEC Coach WATX500, damaged by salt exposure to pre-preservation service.

Chapter Directory Issued

The 1997 Annual Chapter Directory was recently distributed to chapter officers, directors and editors. It was suspended for several years to save money. Now it remains for your editor to contact those nearby chapters for newsletter exchanges.

National's Office address:

The current address for the National NRHS Office is: P.O. Box 58547, Philadelphia, PA 19102-8547. E-Mail: nrhs@compuserve.com

Leatherstocking Acquires RR

As of July 1, the Leatherstocking Chapter is owner of former Cooperstown & Charlotte Valley Railroad running between Cooperstown to near Oneonta, NY. An ISTE grant was approved. (*NRHS News*, July 1997)

Articles wanted for Bulletin

Editor Frank Tatnall is in need of articles of railway history subjects for future issues of the *Bulletin*. So local writing talent -- arise!

Last Laugh?

Two burglars entered a chemical-fertilizer business in Martin, Ohio by throwing a chunk of concrete through the window. After trashing the offices, they tried to open the safe by using a front-end loader to smash it against the side of a building. It crashed through the wall but didn't open. Next they smashed it against the side of a utility trailer. Still unsuccessful, they place the four-foot high, 1,000 pound concrete-lined strongbox on nearby railroad tracks in the path of a freight train.

"You name, it, they did it", Sheriff Craig Emaahiser said, explaining that the train pushed the safe about a mile down the tracks, far from the burglars, before the door popped open. By then, the frustrated safecrackers had fled. (*The Express*, Feb. 1955 via *High Green*, *The Orderboard* and *Turntable Times*)

NS faces a toilet problem

Norfolk Southern diesels are equipped with toilets where the waste is collected in a 'baggy' after each use and placed in a five-gallon basket that is then disposed of at the end of the run. In contrast, Conrail, and most other roads, use chemical toilets, which are also mandated by Pennsylvania law.

Conrail engineers are not pleased with NS facilities.

In some places, the trainmen have been tossing the orange-colored baggy along the tracks. This upsets nearby residents. NS countered by placing a serial and 800 numbers on each one. (*The Form D*, Conrail Hist Soc. June '97 from Conrail News Wire)

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 \$5.00 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: Dave Luca

Vice President: John Weber

Treasurer: Ira Cohen

Recording Secretary: Jeremy Tuke

Correspondence Sec.: Don Shilling

National Director: Bob Miner

Trustees: Charlie Harshbarger, Chris Hauf, Steve Oagley, John Redden, Joe Scanlon, Rand Warner,

The Semaphore Staff:

Editor: Gale Smith

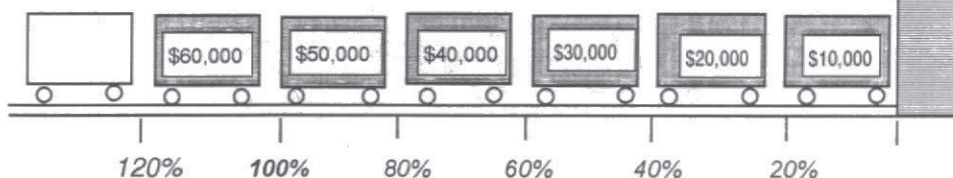
Printing: Dave Luca

InterNet (World Wide Web) address:

<http://www.rochester.ny.us/railmuseum.html>

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: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: Aug. 21 for September issue.**

The status of our Restoration Building Fund. *The engine is in the 'engine house'!* This graphic is changed to represent the amount in the "Fund" as a percentage of the 'original' goal (one that was designed to 'pour the foundation'. Now to add the roof!



The Semaphore

Rochester Chapter

National Railway Historical Society

P.O. Box 664

Rochester, NY 14603

Non Profit Org.

U.S. Postage

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Rochester, NY

Permit #826

Chapter Meeting & Program:

Videos of Railroads

8:00 PM, Sept 18, 1997

40 & 8 Club

933 University Ave.