



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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Program for March 19:

Participation Night No. 2

Your favorite slides, movies, photos, memorabilia

The Membership Meeting for Thursday, March 19 will be the second of the Membership Participation Nights.

So collect your favorite slides, photos, movies (8 or 16mm), and/or other memorabilia to exhibit or display. The aim is to highlight the Rochester area railroads, trolleys or interurbans.

Please contact Jack Matsik at 716-442-6269 so that he can have the appropriate setups ready for you that night.

Next Membership Participation Night is:

May 21: Slide Night. Select and bring your favorite railroad slides.

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.

A Reminder

Track Motor Car Training

Classroom sessions: March 28, April 4 and April 18.

Hands on Sessions: April 18, April 25 and May 2.

Call Jeremy Tuke at 359-8944 to enroll or for further information.

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The Payoff !

by Rand Warner

Great cause for celebration!!

After five years of hard work by our Trip Committee and all their dedicated volunteers, the mortgage on our NYC Empire State Express excursion train set has been paid off in full. **We now own the entire trainset outright, free and clear!**

The cash flow, generated by our excursion trip activities can now be directed in full towards support to our many Chapter efforts and activities.

Thank you all for making this major victory a reality.

Stay tuned for the mortgage burning ceremony!!

Major Accomplishments for 1997

by Rand Warner

Looking back we all should be very pleased with the many major accomplishments we have achieved working together, and with the support of our inside and outside benefactors.

Construction:

Completed clearing, excavation and grading of 1400 feet of land along west side of LA&L RR.

Layout, clearing, excavation and grading of two acres of land for our new restoration building.

Acquisition of 35-ton P&H truck crane, Roto Hoe, road rollers, and crane by donation from area benefactors.

Maintenance of Way:

Replaced Cletrac prime mover in track motor car, TC-2, and converted to 4-wheel/2-axle drive.

Receipt of Burro crane by donation from Vitale Construction, and WAG snowplow through John Redden.

Communication, Signals & Power:

Planted more poles for trolley overhead wiring, and investigate many options for trolley 600v dc power.

Setup color light signal system at Switch #6 and setup support relay cases and wiring for automatic block signal system.

Motive Power:

Acquisition of EKC #9 and former RG&E trackmobile by donation from Kodak Park Railroad.

Acquisition of 1918 Vulcan 0-4-0T, 45-ton, saddletank steam loco by donation from Gerald Bertoldo.

Track & Right-of-way:

Rehab of switches and main line curves at NYMT.

Cross leveling and raising of main line track north of Switch #6.

Visitor Operations:

Handled over 4000 visitors through charters, tours, and rides, in conjunction with NYMT joint operations.

Developed new displays in Depot, DL&W baggage car and MDT milk car.

Freight Equipment:

Major restoration work on interior and exterior of Penn-Central transfer caboose and B&O bay window caboose.

Acquisition and relocation of wood bodied FGEX reefer donated by FGEX, and moved from Niagara Food Terminal at Buffalo.

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Major Accomplishments

(Cont'd from Page 1)

Train Operations:

Track car and train operations classroom and hands-on training for large classes of operators.

Double and triple section track car and train operations using unique new equipment lashups, routings, and hand-offs.

Passenger Equipment:

Major interior, exterior and window work on Erie Stillwell coach and interior work on Pine Falls.

Painting of DL&W baggage cars, and preparation for painting of Erie Stillwell coach.

Engineering:

Major improvements to office and engineering areas layout, furnishings and filing systems.

CAD system implemented for drawings, and computer system implemented for data.

Tool Car & Shops:

Addition and replacement of needed hand and power tools, supplies and equipment.

Installation of more storage cabinets and benches, and acquisition of first two storage containers from Seneca Army base.

Buildings & Grounds:

Rehab and relocation of Rochester, Lockport & Buffalo trolley waiting room and use of homemade moving dolly.

Layouts, specifications, drawings and bids for new restoration building prepared and site preparation work completed.

Stores Manager Wanted

At the last membership meeting, Duncan Richards, our dedicated Manager of the Chapter's Stores, announced his resignation effective in May.

Increasing work commitments at his well known employer, plus finding time for his family, has prompted his request to find a replacement.

To date, this position is not filled. Applicants should call Duncan at 586-9626, or Dave Luca at 288-0318

May 30, 1998 !

Chapter's Annual Banquet.

Guest Speaker:

Dr. Gerry Bertoldo

Membership Report

by Chris Hauf, Membership Chairman

New members voted in this month

Robert E. Gabbey, 52 Foxbourne Rd., Penfield, NY 14526, 377-9177

Dale Hartnett, 15 Oak St., Geneseo, NY 14454, (716) 243-0139

Henry Willard, 115 Hefner Drive, Webster, NY 14580-3436, 265-1062; Associate NRHS member joining Rochester

Charles (Jeff) Frey & Laurie McFaul, 6610 N. Geneva Rd., Sodus, NY 14551, (716) 483-9894; Family

Terry Sprague, 1600 Reading Road, West Falls, NY 14170, (716) 652-1667; Local (Niagara Frontier)

F. Palmer Lindblom, 6 Winding Road, Rochester, NY 14618, 218-0939

Robert Crippen, II & Laureen, Cody, 46 Willowick Drive, Fairport, NY 14450, (716) 223-0382; Family

Robert M. Hemings, 1431 Lekeona St., Kailua, HI 96734, (808) 261-5063; Associate NRHS

Do you have any?

by Carlos Mercado, 381-6589.

This being the world headquarters city of Eastman Kodak, there must be miles of film showing Rochester back in the age of trolley cars and steam passenger trains. Wouldn't it be great to see the cars of the New York State Railways run once more down Lake Ave., Park Ave., to Sea Breeze, and all over town?

There must be miles of film in attics and cellars showing this bygone era, and one of these fine days chemicals will break down and the pictures will be lost forever. Do you have any motion picture footage showing this area's streetcar and interurban trolleys? If so, here's my dream:

Let the Chapter know about the film and what is on it, so a catalogue of footage can be created. Consider letting the film footage be transferred to video tape as a hedge against the loss of the film. Would you allow the Chapter to assemble the video transferred footage into a program about Rochester trolley cars? If we could put together 50 to 90 minutes of scenes, we would have the first and only video program of its kind and an excellent companion to *The End of the Line* - the subway video. Could this be a money-making venture like our subway book?

Do you have any? If so, I would like to hear from you and learn how much film you have, approximately when was it shot, color or black & white, 8 or 16 mm, and what is on the film. Also, are you interested in my concept? Give me a call.

Finally, why didn't anyone take photos or motion pictures of the great New York Central station downtown?

1998 Year to Date Members

(New & Renewed)

Regular.....	186
Local.....	7
Family.....	32
Total.....	225

Sodus Stamp Club donates to "Adopt A Window"

The Sodus Stamp Club contributed \$200 to the "Adopt a Window". The accompanying letter expressed their appreciation to our volunteers for their dedicated work to all the phases that make our Fall Excursion Train trips a success - and the fellowships established.

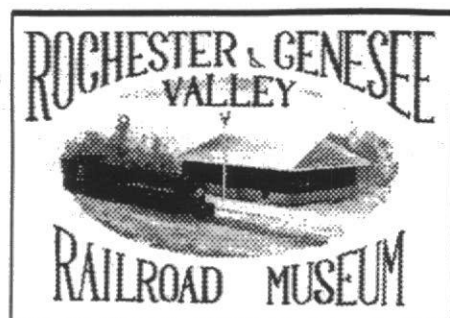
The "Adopt a Window" fund now has \$800 in the fund. The estimate to replace one window is \$100, and there are 24 windows per car, with 6 cars in the fleet. With warmer weather arriving soon, the task of window replacement will be starting.



The Editor received a request to reduce the number of pages. As over 400 copies of each issue are printed, the printing becomes a sizeable chore. Therefore, the type size for this issue has been reduced to 9 from 10 points in an attempt to present the same amount of information to our readers.

Now the problem will be to see if the copier used to reproduce this issue can handle the job! Let's hope it can, as a number of contributed articles await their due.

My thanks to these contributors and Ira Cohen, the principal proofreader (before I make changes!).



Rand Warner, Manager, 425-8587

Restoration Seminar

Lynn Heintz is coordinating a restoration painting seminar for a date in April to be announced – probably late April.

This seminar will be put on by Shaheen's Bruening Supplier, with whom we do considerable business.

The seminar will address traditional and new technology (high volume/low pressure) spray painting methodology.

Priming and final coating of both wood and metal surfaces will be covered.

The seminar will be put on, rain or shine, in our Erie Stillwell coach, including a demo of the HVLP technique.

R&GVRM and NYMT volunteers involved in restoration painting are encouraged to attend, as well as others who are interested.

Please call Lynn or leave him a message at 768-6984 so we can get an approximate head count for show of interest.

Power, Power, Power

Thanks to good detective work by George Knab, Art Mummery and Joe Scanlon, we are now the proud owners of not one, but two, Cummins 855 and one Detroit 4-71 diesel prime movers.

These motor units were discovered at Seneca Army Base while on another trip for the Federal Surplus Property Program for non-profits.

The Cummins diesels fit our RG&E #1941 45-ton locomotive. The Detroit diesel fits our Euclid loader and Huber grader.

The Detroit diesel would make a fine power unit for our Burro crane. It even has the right bell housing. Stay tuned.

Flush, Flush, Flush

Way back in 1969, when we first started working on cleaning up the Depot and grounds even before we owned them, there were only a couple real artifacts left behind.

They were the original slate stall urinal and a broken toilet, and only in the South waiting room.

They both used an overhead, copper lined, oak tank, with a pull cord to flush.

Now in 1998, almost 30 years later, thanks to Dan Waterstraat, we have an operating, pull flush urinal, with all the original trimmings.

Thanks, Dan for being a "can do almost anything" guy, and recreating another bit of local history. I'll believe we have the only authentic setup left in all of Monroe County!

Drawings, Drawings, Drawings

Thanks to Jim Johnson we now have electrical, mechanical and other types of drawings on file and/or being generated on computer via CAD for our R&GVRM campus.

Jim is also undertaking to put on CAD drawings for NYMT concerning their building and utilities. Electrical is well along.

Thanks to Charlie Lowe of NYMT we now have an accurate and up to date set of "as-built" trackage drawings for all of our main line from R&GVRM to NYMT. Percent grades, degree curves, and curve radii are shown.

Track & R.O.W.

Rand Warner, Acting Supt.

Drawings and plans are in hand from A.R.E.A. and other professional sources for design specs for our #8 turnout to be installed for the new building.

Material lists for the switch are being made up by Dan Waterstraat and Scott Gleason, and parts from our stockpiles are being identified.

The mild winter weather may permit an early start on trackwork maintenance, rehab, upgrades and new construction.

Longer evenings will very soon permit our Tuesday or Wednesday evening work parties to resume.

All mainline track has been detail inspected by Rand Warner, and needed maintenance indicated for thin ballast, tie re-

placement, switch timber replacement, grinding of rough joints, and corrections for alignment kinks, cross level, surface and elevation.

Additional work planned includes drainage improvements, cleaning of culverts, and subgrade improvements.

As a result of the severe storms in January, we have one culvert that has pipe separation, allowing some loss of subgrade material. This will require jacking the pipe sections back together, and then relevelling, filling and tamping around these same pipe sections so they cannot shift again. Finally, the lost subgrade must be replaced. Meanwhile, the track is safe for operations.

Electrification

Rand Warner, Facilitator

Scott Gleason, our new line crew chief, has spotted another dozen poles for overhead wiring ready to place.

Rand Warner has had a flurry of meetings with NiMo, BOCES, NYMT and contractors regarding three-phase power arrival at the NYMT.

Rand Warner is pursuing leads on three local diesel generator sets suitable for running one or more trolleys from tag unit or substation power.

The next batch of line poles for overhead wire have been drilled for hardware attachment by Scott Gleason & Co.

The final shipment of metal poles from City of Rochester has arrived at the pole yard at NYMT. Thanks to Jim Dierks for making this happen.

Roof work on P&W car #161 continues at NYMT.

Bernie Cubitt is spearheading investigations into acquisition, removal and transportation for another local interurban car body. At least four different ways and resources have been identified for trucking the car, including one using some of our local equipment and ingenuity.

Rand Warner and Charlie Lowe have met to identify truck and traction motor requirements for our existing car bodies on the property – primarily at NYMT at this time. A list of needed equipment will be published shortly.

We are continuing to investigate aspects of rail bonding, feeders, returns, overhead, substation equipment and lightning protection.

Stay tuned for emerging info.

Steam Loco #12

Rand Warner, Coordinator

The saddle tank is off, to permit a more detailed total inspection by our steam loco consultant, David Conrad.

We are soliciting contractor bids for various tasks associated with inspection and rehab.

Jeremy Tuke now has both headlights refurbished, ready to use, and is rehabbing bell bracket.

Jim Johnson is working on the turbo generator overhaul.

Bernie Cubitt is working on cab doors and windows.

George Knab and Rand Warner are looking for boiler tools.

Ron Amberger is investigating sources for new flues.

Gerry Bertoldo has several sources of steam coal identified.

John Redden is organizing our first road trip to get steam coal.

Dan Waterstraat is attending to new running boards and pilot beams.

Dave Behenke will be helping us with sheet metal work on boiler jacket and cylinder jackets.

Thanks to

Joe Scanlon for use of 3/4 ton truck to deliver bolster trailer/pole trailer and Detroit diesel motor from Seneca Army Base.

George Knab for use of 1-1/2 ton truck to deliver two Cummins diesel motors from Seneca Army Base.

Charles Harshbarger for keeping us supplied with much needed tarpaulins for our many projects.

Rand Warner for Wisconsin engine manuals, engineering books on trolley electrical aspects, track parts, "poor mans F.R.E.D.", tools and overhead electric cable stringer.

Jim Johnson and Charles Harshbarger for more furnishings for tool car and office areas.

Special Hinges Needed

Hinges are needed to replace broken or ill-fitting ones on light fixtures in the *Pine Falls*. They measure 1" wide (open) and 1.25" long with 5 "knuckles" in 1.25". Preferably without predrilled holes. A strip hinge that can be cut is OK. The piano hinges available locally are not. Need about 20. Call Gale Smith at 716-544-6221.

Motive Power

John Redden, Supt

"Spare parts" have arrived for our Whitening Trackmobile 5TM (former RG&E/KPRR).

Thanks to John Redden, Norm Shaddick, Art Mummery, Chuck Whalen and George and Dave Knab, we now have three more trackmobiles - complete plus a snow plow to fit one of them.

John Redden add Rand Warner coordinated procurement through our Federal Surplus Property Program.

George and Dave Knab coordinated transportation and loading, assisted on the road trip to Indiana by Chuck Whalen.

The units were trucked in and off loaded by Art Mummery using our 6-ton yard crane and 35-ton P&H crane, with help from Joe Scanlon.

All three units are near serviceable. One unit is already running and is on our trackage awaiting minor brake work.

As of this moment, we have our original Trackmobile, running, but with a transmission problem, plus three more Trackmobiles to work with.

We'll be very surprised if at least two good running Trackmobiles don't emerge from this caper!!

Wanted

250v dc tag power unit for Erie Lackawanna MU Power car.

600v dc tag power unit for operation of NYMT P&W cars.

Low profile track jacks for track ballasting & cross levelling.

Leads on power tools and equipment for our future restoration building.

Roller bearing freight trucks 50-ton capacity 5" x 10.5".

Regular brooms, switch brooms, dust pans.

Car inspector's lanterns.

Four legged lifting cable with hooks - to use with crane.

Scanner Law Proposed

Several newsletters have expressed concern about a bill in Congress to make it illegal to listen to any radio transmission not meant for the general public or for the targeted listener. The bill, HR-2369, would apply to the public service and railway communications, among others. (*Highball via Turntable Times*)

Construction and Equipment

by Joe Scanlon

Usually, this is the 'dormant' season of the year for our construction equipment activities, but the month of February has proven to be one of our most active.

We have long been looking for a pole trailer to assist in the trolley wire construction program. One was located at the Seneca Army Depot at Romulus, NY and was purchased by the Chapter. At the same location our chapter members found a 20-ton Lorain crawler crane in new condition. When the crane did not sell thru the government surplus program, we were given the opportunity to purchase the crane at one third of the already nominal service charge cost - an offer we couldn't pass up.



The recently arrived Lorain crawler crane rests at R&GVRR. No need for dry ground now to continue our work.

George Knab and Art Mummery spent a day at Seneca prepping the crane for movement to our depot. They also made arrangements with Mendon Enterprises for lowboy service and brought the crane to the depot on Monday, February 9th.

While at Seneca, Art and George also located some spare diesel engines which will fit our P&H Army truck crane and the Bucyrus-Erie 15-B backhoe. These were also acquired at a very minimal cost.

Ted Strang of the New York Museum of Transportation put us in contact with the Town of Irondequoit Highway Department. Irondequoit wanted to dispose of an antique Buffalo-Springfield three-wheel roller, but

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Construction ... (Cont'd from P. 4)

there was a catch – you had to take the extra engines that were also stored.

We agreed to the terms and now have our third 3-wheel roller, along with six – count-em – six Continental Red Seal 4-cylinder engines. Now what, you might ask, would we ever do with six spare engines? Well, they just happen to be engines that will fit in our track cars, among other things!

The value of our heavy equipment fleet was demonstrated on Saturday, February 21, 1998. On that day the motive power division received a load of three (3) trackmobiles on a tractor trailer. The Austin-Western cherry picker was used to unload the first one, but



One of the three Whiting Trackmobiles which arrived in February.

the other two were bigger and were too heavy to unload with the cherry picker. So now what? Very simple. Back the truck under our 35-ton truck crane and pick them off! While we were at it, we set one of the trackmobiles over on our own track with the crane and drove it away! What a luxury!



Here another sets on the yard lead ready to push or pull; looks like clearances must be watched!

The combination of a very moderate winter and an operational fleet of heavy equipment has kicked off 1998 on a very auspicious note. Plan on coming out this year and joining in on the fun!

An Interview:**Mary Hamilton-Dann**

People frequently ask how I became interested in railroads. The answer may be that one of my first toys was a small Lionel train set.

I was born and raised in Rochester, and during early childhood my parents took me on frequent trips to visit Canadian relatives. There are memories of the New York Central Station – the tunnel which led from the waiting room to stairways exiting at the platforms; a conductor calling out the stations "Terrace" and "Black Rock" as the train passed through Buffalo. At Niagara Falls we transferred to Canada's Grand Trunk Railway.

After earning a Master's Degree from the University of Rochester, I went to England as a free-lance journalist. Publication of articles on Edward Elgar in a British quarterly led to my acquaintance with George Bernard Shaw and Ralph Vaughan-Williams.

The railroad scene in England was quite different from that of the U.S. Cavernous depots of steel and glass were filled with steam and the shrill whistles of locomotives. Trains were either compartment types entered from outside, or corridor trains with compartments opening on a central aisle.

On a later trip to England I rode the legendary Flying Scotsman to Edinburgh. As we approached Newcastle, my companion told me about an L.M. & S. passenger train that was buried when a tunnel collapsed. My query about the outcome brought an understated response: "The authorities were quite upset, but nothing could be done." The train and its riders were still there and we were passing over them!

While crossing the lofty Firth of Forth Bridge, one looked down upon what was seemingly a mile below.

The following years were punctuated by rail journeys on such lines as the Central's "Water Level Route" to N.Y. City, and the Baltimore & Ohio to western Pennsylvania. On the latter, a conductor called out every station from Oak Street to Salamanca Junction.

While in retrospect, the above trips are interesting to recall, at the time I considered that railroads were merely a way to get from here to there. One didn't understand that each line had its own style and history.

This attitude of indifference was not the case when in 1988 I went to the then-Soviet Union on a research mission for a book. After flying to Finland, I rode an electrified

train from Helsinki to Leningrad/St. Petersburg. The Finnish train contained four Russian corridor-type cars painted green to distinguish them from the gray Finnish coaches. Compartments had starched linen curtains at the windows and oriental rugs on the floor. There was also an oriental runner in the corridor.

At the frontier station of Zelenogorsk, the green cars were detached and coupled to a Russian engine – also electric. While crossing the Karelian Peninsula, the sense of history was pervasive. On this same route had travelled Tsarist functionaries and dedicated revolutionaries, foreign businessmen and vacation-bound families, scientists and artists, village schoolteachers and university professors. One passed the same tiny, weathered depots glimpsed by those earlier travelers. Even the station names were the same. As I discovered on subsequent trips, all trains in Finland and Russia are electrified.

With this background in extensive travel by rail, it was natural to seek membership in the Rochester Chapter NRHS. In June 1992 a phone call to Rand Warner elicited the information that it would be appropriate for me to join, and I was duly accepted into membership. Larry Fennessy was my sponsor.

The NRHS – local and national – keeps me in touch with current developments in railroading.

A Little Deviation From the Norm

by Dan Cosgrove

The year was 1944. I had been on the railroad for two years, and I had attained experience not normally available in such a short time.

My first months were spent posting in a large variety of towers and working infrequently, but that rapidly changed. Whereas when I started I was looking for work most of the time, I was now looking for a time when I could have a day off at least once a month. In two years I had worked in a large number of the towers large and small and I worked in the telegraph office and the train dispatcher's office and was now a well seasoned operator.

I was working at SS-15, the tower at Lyons, New York one night when a fast freight sped by on Track 2, the eastbound passenger track at speed, and then I saw it half way back in the train – a journal was blazing. I went down the stairs and gave the

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A Little Deviation ... (Cont'd from P. 5)

caboose a hot journal signal and indicated my middle (for the middle of the train) and watched them as they sprung the air and stopped east of me. I reported this to the dispatcher and then talked to the crew on the wayside phone.

"We'll cut this out on the Dutchman" so I okayed that move and told the dispatcher. The Dutchman was a siding east of the station, so that move looked good. All of a sudden I saw that the whole train was on the move and they didn't have time to have left the car as yet, which I reported to the dispatcher.

There was a passenger train out of Rochester, so I held on Track 2 till I knew what my man was doing. The tower was deathly quiet at the moment when I heard a soft "plock" of a relay working — I looked at the board, and the departing circuit on Track 2 east of the interlocking, which had gone out when the train left, had re-lit!

I could not believe my eyes — I looked out and there in the distance, I could see marker lights, the ones on the caboose. They were moving westbound on Track 2 towards me. I had one choice and I took it. I quickly lined the switches westbound from Track 2 to Track 1 and from Track 1 to Track 3 and gave the train the signal. The train cruised right along smoothly crossing 2 to 1 to 3 and backed completely clear of my interlocking, hot journal still blazing on the crippled car. Once he was in the clear, I cleared up on Track 2 for the oncoming passenger train and I let him go.

The crew then came in on the wayside phone, and my first question to the crew was: "What in hell do you think you were doing, anyway?" The conductor came in and said, "Danny, I have three men that have never seen the inside of a caboose till today. I went up to the crippled car and then I got this big backup signal from the rear end and I thought he had talked to you, which is why we came back." "Well, okay, as far as I am concerned you came back on my flag and you and I decided to get you in the clear so you could leave the car in the north yard here." Once we had agreed to that, I called the dispatcher and told him the edited resume of our move, so no one got in any trouble and the whole thing resolved to our satisfaction.

Since then I have thought over that incident and couldn't come up with a better way to handle it. I have to think it was the right thing to do, but it was a little scary at the time, and I was glad that it all worked out as well as it did. But I wouldn't recommend doing that to anyone.

Lineman duties

by Dick Bean

I am writing this as some of the things I experience while working on the New York Central.

In the early 1950s, I bid the job of Telephone & Telegraph (T&T) Maintainer in Syracuse as that was where I lived, but due to layoffs, I had been working on the Mohawk Division out of Utica, New York.

When I arrived at the job, I found out that the Supervisor, the other maintainer, and the two linemen could not or would not drive a vehicle. At the time we had only Western Union trucks to operate.

Every time there was line trouble or the Supervisor had a meeting, I was elected to drive. The down side of this is that at that time I was on a monthly rate of pay and the District Linemen were hourly.

We covered the West Shore, Main Line, Chenango Branch, Hojack line east to Kirkville and west to Fairport along with the Auburn Road as far as Geneva, NY. Needless to say I was out at all hours and at times I had wished I was back in Utica.

Once we had trouble in the city of Seneca Falls and it was in the cable to the depot. The lineman climbed the cable pole and open the outside termination only to find the box full of hornets.

He lit a fusee and threw it in the box and came down in a hurry. The box caught on fire and we had to call the fire department.

Each road had a least one pole line for Western Union circuits, communications, and signals. The main line had two, north and south on which were Western Union wires for clock, ticker, telegraph, control for water and house wires to maintain. Also there was the railroad telephone circuits which included dispatcher, message, long distance telephone and the local yard lines and block circuits. Plus oil company wires (Sun and Richfield). Every wire had a number and/or name.

Lima Loco Works Gone

The Lima Locomotive Works in Lima, OH, after being vacant for many years, and attempts to find uses of the buildings, have succumbed to the wrecking ball.

Unknown if the former erecting hall survived. Until recently, the Lima Philharmonic held concerts there. The novelty drew audiences; wonder what the sound was like?

During WWII, the editor's father worked in the blackshop—until he smashed his index finger on the steam power hamer!

Depot in Perry Demolished

Robert Warren, of Clearwater, FL (our readers get around!) sent a clipping from the *Perry Herald*.

There was no date on the clipping, but an ad on the back side suggested just before Christmas, the B&O (former BR&P) station on South Center Street was demolished.

The owner, Ed Rechberger dismantled the hundred-year old building and fed it into a wood chipper.

A local photographer, Clark Rice, and Castile historian, William L. Reddy, provided information in article. The station was built from surplus lumber and an old box car.

In 1870, the Rochester and Pine Creek Railway Company was formed to build a railroad from Castile through Perry to Caledonia where it would connect with the Pennsy into Rochester. Voters approved a \$100,000 bond issue, but when Castile opted out, the plan was scaled down to a rail line to Silver Springs to meet the Erie. In 1882, the spur to Silver Springs was constructed, called Silver Lake Railway. Later it became part of the Buffalo, Rochester & Pittsburgh, which later became under B&O ownership.

Passenger service ended on August 4, 1951. Freight service ended two years later.

Partnership formed to restore B&M Pacific

The Lackawanna & Wyoming Valley Railway Historical Society and the Steamtown National Historic Site have formed a partnership to restore Boston & Maine's Pacific #3713. The Society has contracted to have the asbestos removed. After this phase, the engine will be inspected to arrive at a cost estimate for restoration. The Society is responsible for raising the necessary funds.

Once restored, this Lima built engine would supplement the current Canadian locomotives presently used for active train service. Steamtown has been criticized for not having active US built engines; this will solve that problem!

Contributions, which are tax-deductible, should be sent to Locomotive Restoration Project, Lackawanna & Wyoming Valley R.H.S., P.O. Box 3452, Scranton, PA 18505-0452.

Remember this date:**May 30****Chapter's Annual Banquet**

Trip Report

GREAT SMOKY MOUNTAINS RAILWAY

Reported by Bill Heron

The Great Smoky Mountain Railways is a tourist line which owns and operates a 58 mile portion of the west end of what was the Southern's well-known "Murphy" branch. The GSM's line runs from Dillsboro, NC to Andrews. The line from Andrews to Murphy is no longer in service while the line from Dillsboro east to Asheville is Norfolk Southern's.

GSM is a "for profit" corporation and appears to be doing quite well. They have good equipment, entirely adequate trackage, attractive depot/gift shops and a prime location. Great Smoky Mountains National Park has the highest attendance of any National Park and tourists have easy access to the GSM, which operates three different runs from three different depots. More than 600 trips are operated per year, including regular runs as well as dinner trains,

"specials" for Easter, the Dogwood Season, Halloween and Christmas as well as "mystery" trains. Total patronage for 1997 is expected to be close 200,000.

The trip I took was a "special". It covered the entire line and was pulled by GSM's 1942 Baldwin, #1702, a 2-8-0 built originally for the US Army. GSM has dining cars, lounge cars and first class coaches, once owned by the Atlantic Coast Line, the Seaboard, the Southern or the Norfolk & Western. They also have brightly painted open cars which were home built from baggage cars. In addition there are a lot of cabooses. Some are used for carrying passengers. Others have been converted to generator cars.

The first part of my trip went west from Dillsboro to Bryson City. In general, this part of the line follows the Tuskasegee River, which provides a lot of pretty scenery. The train crosses several river trestles and goes through the Cowee tunnel, alleged to be haunted. The route also passes the site where part of the movie, "The Fugitive" was

filmed. (Three other major movies have since used the GSM, which I suppose brings in some very nice extra revenue.)

The next leg continued west to Nantahala Gorge. Views along the way included Fontana Lake, the impound area for Fontana Dam as well as the Nantahala River, regarded as a premier white water site. Had I been given a dime for each kayak or rubber raft in the water while I was there, the sum would easily have paid for my trip.

The final leg took us from Nantahala Gorge to the western end of the line at Andrews. This part of the route includes more views of the Nantahala River, another tunnel and a grade said to be 4.3%. The Consolidation tried to get us up this hill, but couldn't make it. Fortunately a GSM GP-35 had followed us and that's how we reached the crest.

All in all GSM gives one a good ride. It's orientation is decidedly tourist, but if you're in the area, give it a go. After all, it's the steel wheels on the steel rails that count.

About the 'Hooded' Shay

Shortly after the January issue of *The Semaphore* was mailed, two responses were received concerning the 'hooded' Shay pictured therein.

Chris Hauf received an e-mail note from Kevin Klees.

"In answer to the question in the February 98 'Semaphore' about the 'hooded' Shay locomotive (Photo Page 7);

"On the west side of Manhattan Island the New York Central system had several freight houses and customers that were reached by street running tracks along 10th and 11th Avenues. At 30th Street a yard was located, and St. John's Park freight house was located farther south below Canal street. These rail lines provided the only all rail access for milk, livestock and perishables into Manhattan via a drawbridge at Spuyten Duyvil.

"The City of New York required all trains moving along these streets to be preceded by a man on horseback displaying a red flag! Originally the NYC had 0-4-0's and 0-6-0's covered with a "hood" similar to the Shay locomotive in the picture. These hoods were employed so that the locomotive would not scare horses on the city streets. In 1923 the NYC ordered 5 two truck Shay locomotives (original numbers 1896-1900) for this service.

"After these freight lines into New York City were elevated and electrified in the

1930's some of these locomotives were transferred to the upstate city of Auburn for switching duties.

"Another picture of NYC #1899 operating in NYC with a horse escort can be found on Page 45 of "New York Central's Later Power 1910-1968" by Stauffer and May. Also on Page 45 is a picture of one of the Shay locomotives with the hood partially removed in Marcellus NY, at the eastern end of the NYC's Auburn road.

"As an interesting footnote, after these lines were electrified the NYC continued to use unusual motive power in the form of "tri-powered" locos. These were similar to a boxcab electric but had diesel engines and large battery sets. These engines could be powered by either, a third rail electric supply, a generator connected to the diesel, or the batteries. Since much of the switching took place inside refrigerated food warehouses the batteries were used to help keep the interiors of the buildings clean."

Shelden King's letter added this information:

"The Shays (only one was needed) were used on the Owasco River Railway in Auburn. The Owasco River Railway, an industrial switching line, was jointly owned by the New York Central and the Lehigh Valley R.R. New York Central provided the motive power, and Lehigh Valley provided the service facility, it having a roundhouse in the city. The Owasco River Ry. was in part built on trestle work alongside the river, the

outlet from Owasco Lake. At the point where it crossed Genesee St., main street of Auburn, the building on the north side of the street was designed with an archway through which trains could operate. The buildings at this point on Genesee St. were built over the river, in somewhat the same manner as the buildings on Main St. in Rochester were built over the Genesee River. Auburn was urbanly renewed during the early 1970s, so much of this interesting operation was lost.

"Shay No. 7185 was purchased by the Marcellus and Otisco Lake R.R. It developed a broken frame, and was returned to the NYC for No. 7187 in 1943. No. 7185 was sold back to Lima, where it became its No. 4. No. 7187 was used by M&O until December 1947, when it was sold for scrap, the M&O having obtained a 65-ton Vulcan diesel from U.S. Government surplus.

"The Marcellus & Otisco Lake connected with the New York Central Auburn Road at Martisco, and operated to Marcellus and Otisco Lake. It was cut back to Marcellus in 1940. This little line was abandoned July 19, 1959.

"The station at Martisco is operated as a museum by the Central New York Chapter, NRHS."

Charles Knoll, author of the "Water Level Route", also wrote to note this Shay was described on page 48 of this book. He is also the author of "Go Pullman". Both were published by the Rochester Chapter and are available at the NYMT store.

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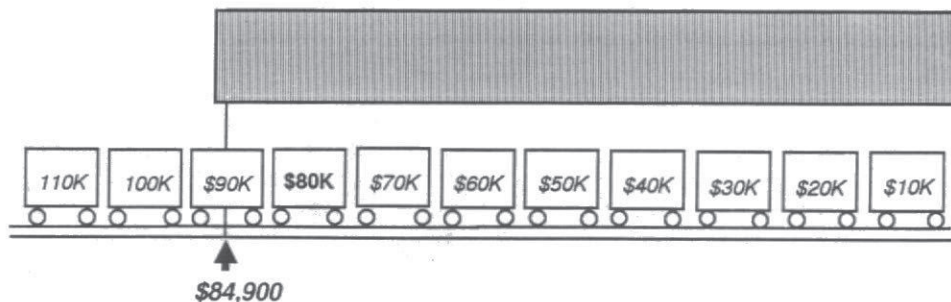
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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: First Day of Each Month**

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