



The Semaphore

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

February 2004
Volume 46, No. 6

Program for Feb. 17

Members' Slide Night

February will be our Members' slide night. Members are asked to dig out those slides you have hidden away and bring them along for all to enjoy. Also those current photo sessions that you conducted of local or vacation shoots are most welcomed.

We have a stack loader for those of you who do not have your slides in carousel trays.

Upcoming Programs:

In the future, this space should list some of the future programs at Chapter meetings.

Chapter's WebSite

If you haven't looked at the Chapter's website recently, we urge you to do so. Chris Hauf has devoted considerable time in keeping this site up to date.

The current opening page shows an overhead view of Baltimore & Ohio's last steam passenger train leaving the Main Street depot. The photograph is from the Chapter's archives.

The URL: www.rochnrhs.org

Annual Banquet date: June 5th

The Rochester Chapter, NRHS Banquet will be held at the Doud Post on Buffalo Rd.

Starting time will be 6 o'clock. More details will be published at a later date.

Chapter Library

11 May Street (by OMID Tracks) in Webster

Hours: 2 to 5 PM

SUNDAY, February 22, 2004

Library Phone: 872-4641

Welcome - Come and

Year in Review 2003

by Jeremy Tuke, President

It's hard to believe another year has come and gone, but the Chapter, as usual, kept up the pace with the myriad of activities and projects undertaken by our talented and diverse volunteers.

The winter of 2003 proved to be a bit tougher than those of previous years, with lots of snow to contend with at the Rochester & Genesee Valley Railroad Museum. That didn't keep the volunteers away, and many different things were accomplished. Work continued in the Restoration Building on the Burro crane, steam locomotives and other projects. The BR&P caboose 280 received a lot of attention, both interior and exterior, and the construction gang kept busy working on maintenance and repair of several large pieces of equipment. Amazing progress was made on our Plymouth "critter", and the electrical department kept at wiring work in the building. Organizational progress was made as well. Many hale and hearty members enjoyed the caboose sleepover in February despite frigid temperatures.

The arrival of springtime saw a renewed effort, with the massive switch 5 rebuild project commanding many hours of volunteer time, as well as track work on other areas of our railroad. Work picked up on the body work, electrical and prime mover work on the RG&E 45 tonner #1941, the Fairmont track crane got a new paint job and lettering, and ongoing work was accomplished on the other motive power in our Museum. A significant accomplishment was noted when we were finally able to operate our damaged Army 80-tonner, the 1654 under its own power. Another wonderful improvement has been the rehabilitation of our New York Central crossing shanty, which received a well-needed paint job and new roof.

The construction team worked to prepare the upper yard area for the big dig, and spent many hours moving and reorganizing equipment, parts and what-have-you to get ready for the earth moving efforts later in the year, as well as continuing to look after several pieces of key construction equipment.

museum season with track car operator and depot guide training, and general spruce-up of the depot area.

The Young Railfans hosted another tasty Pancake Breakfast in May.

Over the course of the summer there were a number of special event weekends at the Museum, including Casey Jones Day, and a model show in July.

The highlight was an extremely successful Diesel Days event weekend, where over 1200 visitors came out to ride our equipment and tour our joint museums. Also popular were the summer Chapter Meetings, when members and guests came out to enjoy three fine evenings of train operations. We enjoyed having many members of the local modeling community join us.

The aforementioned "Big Dig" project finally commenced in the fall, and a good start was made with many hundreds of yards of earth being moved from the North to South ends of the Restoration Building.

The Chapter's popular Fall Foliage Express trains ran over three weekends, and despite a late fall the ridership was good. The Chapter volunteers and OMID crews worked to create another successful season. While the work efforts on the Empire State Express equipment was not at the level of 2002 efforts, our erstwhile volunteers changed out many windows and made continuing improvements to our equipment.

Later in the year work was begun on the power substation at NYMT which will allow trolleys to be run without using a generator, and the Chapter's volunteers had a very successful Christmas Tree train event in conjunction with our neighboring tree farm.

In addition to Museum activities and Fall Foliage events, many other Chapter endeavors received attention. The Library committee continued to organize and catalogue items in our collection and make improvements on the caboose structure in Webster. The Chapter was also represented at numerous local train shows. Our website continues to improve and

Preparations were underway for the joint

(Continued on Page 1)

newsletter, *The Semaphore*, offered many great articles and features. The membership **Year in Review** (continued from Page 1)

and guests also enjoyed a wide variety of programs at the monthly membership meetings.

Sadly, the Chapter mourned the loss of members George Knab and Lew Bracey, but also celebrated the new additions to the Hauf and Carpenter families.

This review of the events and accomplishments of 2003 merely touches on high points, as the actual amount of activities undertaken would take several pages to recount. There are so many opportunities for involvement in our organization, from occasional volunteer projects to committee participation and management roles.

Thanks go out to the many, many talented volunteers who continue to do such fantastic work with the Chapter and Museum.

Track Car Training Schedule

by Harold Russell

All persons who want to be Track Car Operators for the 2004 season are required to attend one classroom training session, pass a written test, and operate a track car successfully during a 'hands-on' session. This applies to experienced operators as well as newcomers.

All training will take place at the New York Museum of Transportation, 6393 East River Rd, Rush NY.

The schedule for this training is as follows:

Saturday April 3: Classroom 9:30 AM
Sharp

Saturday April 17: Classroom 9:00 AM
Sharp

Saturday April 17: Hands-on 10:00 AM

Saturday April 24: Hands-on 9:30 AM

Saturday May 8: Hands-on and classroom if necessary at 9:30 AM

A weeknight class can be scheduled for those who cannot make the Saturday dates.

Track Car operations will begin May 16th.

Think summer!

Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heitz, Jesse Marks, John Redden, Charles Robinson, Harold Russell, Jeremy Tuke, Rand Warner.

In Memoriam

Gerald Kernan

Mr. Gerald Kernan was the father of John Kernan, a Trustee to the Chapter's Board.

Mr. Kernan passed away in January. Our sincerest sympathy to John, his family and members of Gerald's family,

Charles Riedmiller

by Rand Warner

Chuck Riedmiller, a well known and well liked former member of the Rochester Chapter, passed away suddenly, earlier in January.

While an active member, Chuck served as Trustee, National Director, and on our Chapter and Museum committees, including Trips, Finance, and Development.

Chuck worked hard in all his capacities and responsibilities, and he was very resourceful in bringing many benefits to our various Chapter activities.

We will all miss Chuck's enthusiasm and ready smile. Our sincere sympathy goes out to all his family and his many friends throughout the area.

Our Chapter's Heritage

by Rand Warner

From our New York State Education Department Absolute Charter granted January 26, 1977, indicating purposes for which we are incorporated:

1. To study and publish scientific and historical reviews about railroading.
2. To preserve and operate railroading property of a historic, scientific or educational nature.
3. Promoting and conducting railroad inspection and scenic trips.
- 4.. Encouraging the use of railroad facilities.
5. Promotion of railway history and operation among its members and the general public.

Our various Chapter activities, endeavors, committees, Library, Excursion Train Set, Museum, Store, Operation Lifesaver, Young Railfans, School #17 Model Railroad, Amtrak trips, publications, website, interfaces with many other chapters and museums, and participation/membership in A.R.M.. all help us to better meet and support and expand on the goals of our

Membership Report

Janet Dittmer, chairperson

Welcome to this new member:

Gregory Deibler

90 Lincoln St.

Waverly, NY 14892

607-565-7254; gdeibler@stnky.rr.com

Interests: Museum operations; Track car driver

Address change:

Anthony Hart

4357 Rockefeller Rd., Auburn, NY 13021

Family membership addition:

Mike Statskey to Paul Statskey

Lana Sullivan honored with 25-year pin

The National Office honors Lana Sullivan for being a member of the National Railway Historical Society with a twenty-five year pin.

Greg Sullivan apparently received his a number of years earlier.

Still Looking ...

The Chapter is still in need of a person or person to oversee **PUBLICITY**. Now that we will soon be starting our 2004 Season, it is important that we let the public know we exist and what we offer.

So we encourage a volunteer (or two) from our membership to contact Jeremy Tuke, 14 Robinwood Tr. Rochester, NY 14623-5431, phone: 585-359-8944; e-mail: jnmk2k@frontiernet.net. Jeremy awaits your call!

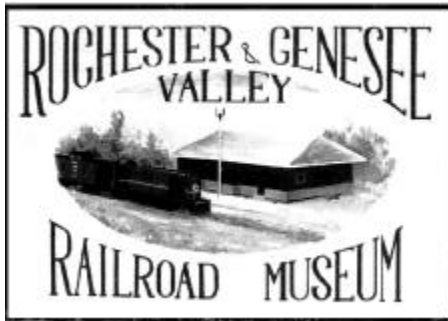
Membership Rates:

National + Chapter membership: . \$40
Above as Family membership \$52
Local* \$20
Local as Family* \$29
(* Holds National membership elsewhere)
National only \$20
National as Family only \$23
Subscriptions only: \$8

Quiz

The *Tower Topics* had previously noted that New York Central trains #1 & #2 as the west- and eastbound "Pacemaker". What names did the following railroads give their trains #1 and #2? (Use the time period between WWII and Amtrak).

a) B&O; b) Erie; c) Pennsy; d) Lackawanna; e) Bangor & Aroostook; f) C&O; g) N&W; h) Southern; i) ACL; j) Seaboard; k) IC; l) UP; m) SP; n) Great Northern; o) Northern Pacific. Answers on Page 5.



MUSEUM MUSINGS

by Dale Hartnett

The calendar says that we are still in the depths of winter. I'd prefer to think that spring is almost here.

We'll face a full slate of challenges once the spring weather hits.

We'll need to prepare for a new visitor season. We have lots of outside work to do on track and drainage. And we'll have our customary training sessions.

We also need to start preparing for our big summer projects now.

The Big Dig will continue as soon as the ground firms up. We need to clear out the east 2/3 of the Restoration Building to prepare for our pit and floor. We need to install Switch 7 and build track to the Restoration Building. By late summer we plan to have a contractor install our pit.

The design for the pit has been finalized and should be going out for bids before long.

If you've been inside the Restoration Building lately, it's not very hard to see how much work lies ahead.

You can help by finishing up your projects in the Restoration Building now.

If you're involved with heavy equipment, you'll be called on to make sure all our machines are ready to be put to work as soon as the weather breaks.

This could be the year that we achieve many of our dreams. It can only happen if we all pull in the same direction.

Please plan to spend a few (or many) extra work session with us this season. We'll need everybody's help (including yours) to get us to the next level!

This is a Leap Year!

This is only time that February has five identical calendar days. This year it happens to be a Sunday. And this first day of this month is devoted to putting *The Semaphore* "to bed."

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

Visitor Experience: (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

Dale Hartnett: 243-0139; dhartnet@foxrochester.com

Get Out Your Sleeping Bag!

Reserve the night of **Saturday, February 21** to spend at the Rochester & Genesee Valley Railroad Museum for the annual **Caboose Dinner and Sleepover** (sleepover optional).

Things get underway at 5 PM with a steak dinner with all the fixings. We'll watch videos, swap stories and whatever else the participants want to do.

Then, we'll spend the night near the stove in a toasty caboose. The whole event is topped off by a scrumptious breakfast.

This event just seems to get better every year. Make sure you're on board this year!

Cost is only \$20 per person. Make your reservations by contacting Dale Hartnett (585/243-0139 or dhartnet@foxrochester.com).

Library Report

by Charles Robinson, Chairman

The library will be open for use on Sunday, February 22 between the hours of 2 and 5 PM. We now have a fabulous assortment of new steam video tapes. Come on out and see those massive steam locomotives go through their stuff! You can check them out for a better view.

January has been a slow month as far as progress was concerned. Some of us were out because of an assortment of health problems and as a result, a couple of weeks of Monday night library work sessions were canceled. As a precaution during the winter, there have to be two people present to have a work session at night.

However the work on sorting out our duplicate books continues and of course the cataloging of our various contributions. By far the most outstanding was the anonymous gift of 67 VHS tapes mostly on steam subjects.

Come out and see us on Sunday afternoon, February 22!

'Young Railfan' Recruiting Night set for Feb. 10

The Chapter's Young Railfan group is looking for new members!

"Young Railfans" is our term for our youth program chartered through the Exploring Division of the Boy Scouts of America.

Typically, Young Railfans participate in projects at the Rochester and Genesee Valley Railroad Museum alongside museum volunteers. The goal is for the youth to learn while developing their skills and interests.

Young Railfans are also eligible to participate other Chapter functions, including access to the Library, participation in Chapter social functions and volunteer on the Empire State Express excursion train set.

Membership is open to young men and women, ages 14 to 21. The cost is \$10 per year. Each member is also required to have appropriate safety gear, including hard hat and safety shoes.

There will be an information night on Tuesday, February 10 (site to be determined). Prospective new members and their parents are invited to attend.

For more information, contact Dale Hartnett at 585/243-0139 or email at dhartnet@foxrochester.com.

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

- ? Rochester & Sodus Bay: July 28, 2004
- ? Rochester & Eastern: July 30, 2005
- ? Rochester Lockport & Buffalo: April 30, 2006
- ? Rochester & Syracuse: June 28, 2006
- ? 50th Anniversary of Closing of Rochester Subway for Passenger Service: June 30, 2006

We have some time here to plan some significant and appropriate recognition events & Celebrations!!

Motive Power Update

by John Redden

Gasoline Locomotives

Kevin Klees continues restoring the Plymouth locomotive. Currently all four sander valves have been rebuilt, including new shafts, new bushings, and new wear plates. The sander control linkage is also rebuilt, a task that involved welding up a cracked bellcrank, and forging two new linkage ends to replace the badly corroded originals. The next step is cleaning and painting the sandbox casting, each of which weighs about 50 pounds.

Norm Shaddick and John Redden have winterized the two operable TrackMobiles. They have checked on antifreeze, and added fuel stabilizer to their gas tanks.

Steam Locomotives

Our first Steam Team meeting was held on January 3 at the Industry Depot. It was an organizational and planning meeting. Several issues were raised, and jobs were assigned to several Team Members.

Future meetings, which will be held on the first Saturday morning of each month, will include planning, as well as hands-on work on our two steam locomotives.

Diesel Locomotives

1941 Runs Again! Early in January, our GE 45 ton locomotive, the RG&E BeeBee Station engine, had its number two prime mover successfully started. Jim Johnson cleaned and checked out the rotating electrical apparatus, and the engine was pre-lubed and started by John Redden, Norm Shaddick, and Dave Luca. This allowed us to check out various electrical and air systems. As you may recall, there has been substantial rework of the air brake piping and high voltage electricals on this unit. So far, everything checks out fine. Work continues on the troublesome number one prime mover. It is hoped that the problem can be diagnosed and corrected by springtime.

Norm Shaddick performed battery maintenance on the Fairbanks-Morse 1843, and purchased some very nice, original F-M manuals for this unit. Thanks, Norm.

Our 80 tonner number 1654 has gotten more maintenance this month. Several people, including Norm Shaddick, Dave Luca, and Randy Bogucki have worked on getting the cab heater working. Also, we replaced an old radiator hose that had dried out and cracked. 1654 was used briefly for the Year End Party, but the extreme cold weather caused the fuel to jell, making its throttle unresponsive.

A sincere THANK YOU goes to all of our members who generously donated cash toward the purchase of batteries for the 80 tonner number EK-6. We are planning to order these batteries as soon as the weather allows us to change out the old ones.

General

Thanks to Dale Hartnett, Rand Warner, John Redden, and Chris Hauf for tips on, and the pursuit of, leads on various Motive Power acquisitions.

Steam Team Meetings Underway

by John Redden

We have be scheduled the first Saturday morning of each month to work on our steam locomotives. The first meetings will, in part, be dedicated to planning for the work in the coming year. We will also start the hands-on work on our locomotives, as weather permits.

If you have an interest in our Museum's steam program, please contact Ron Amberger or John Redden. Or, you are welcome to drop by the depot on any first-Saturday morning and join the fun.

Calling all Cables

by Rand Warner

Our Construction and Heavy Equipment Departments are anxious to get all our rigging equipment consolidated, sorted and checked over before the big rush of activities starting with the arrival of good weather this Spring.

Please return all chains, cables, ropes, slings, shackles, pulleys, hooks, etc., to the wood rigging box in the Restoration Building, or to the Fexivan Trailer, as appropriate.

It only takes ONE missing item to severely impact a planned project, and we sure have lots of interesting planned projects coming up.

SVRHS exhibits at Binghamton museum

The Susquehanna Valley Chapter, NRHS contributed to the railroad exhibit at the Roberson Museum and Science Center. This gave them the opportunity to bring out about 100 year-old former Erie semaphore donated to the Chapter by Conrail on upgrading the Southern Tier line.

The Chapter also expects to celebrate the 150th anniversary of the opening of the railroad between Binghamton and Syracuse. The first train travelled the line on October 18, 1854. [SVRHS's *The Feedwater Heater*, Jan/Feb 2004]

Trolley Power Substation

by Rand Warner, Facilitator

NYMT has completed installation of new block wall, sealing of walls and steel door under direction of Ted Strang.

Electrical components have been delivered every week recently by Rand Warner.

Jim Johnson has directed tie-in for shop tools power to support construction in new space.

Starting in February we will be mounting Kindorf struts to support attachment of electrical components and conduits.

Jim and Rand will be making one last trip to M&M at Geneva to order the last of the electrical supplies and wire.

After mounting all components and pulling all wires, we can begin our static checkout, followed by active checkout.

All component's cases will be grounded to an earth ground copper bus system in the substation area, for personnel safety, and to meet Underwriter electrical equipment requirements.

All interior work in the substation enclosure area should be completed by mid-year 2004, to support active operations later in the year.

Trolley Operations for 2004

by Rand Warner

In order to achieve live trolley operations later this Fall, after the end of Track Car Season, a lot of work is required.

In addition to the substation effort, we must complete our double bonding and grounding of the running rails for safety.

We have to hook up the substation output power to the overhead structure.

Substation and trolley operators need to be trained, checked out, and certified.

Generator and/or Niagara Mohawk power needs to be hooked up to the substation and checked out.

P&W Car #168 as the prime car, and P&W Car #161 as the backup car, both need considerable attention.

Getting our initial system fully operational for this year (2004) should take precedence over extending the length of the system—which can come next year.

This program will take a concerted effort by many people in order to succeed.

Thanks to:

Fox Rochester for donating a high density shelf storage system for our Restoration Building.

WAG Plow Update

by Jesse Marks

With spring around the corner (keep your fingers crossed) another year of opportunity has come for us at the museum. In depth work on the WAG (B&M) snowplow will hopefully be underway as soon as weather permits. Work that has been completed so far includes total replacement of all wood behind the east wing, paint totally stripped on two of three doors, and a new roof that was put on about two years ago. For as large as this project really is, it is a good start. Of course the work is far from over. Plans for this year include stripping and sanding the rest of the paint where needed, final wood replacement on the back and west side, and a good coat of primer put on the entire back half of the plow. The over all paint scheme will eventually be the WAG former colors (red body, black and white striped wings, with white hand / foot rails / other metallic parts). The very front half of the plow will also have red and white stripes on the wooden section and black on the metal edges and blade. This was the original paint scheme and order prior to painting it to Boston and Maine. However, the front portion will not be able to be painted until the internal and external wood has been replaced / reinforced (where needed, pending

future decisions).

The WAG Fund, at last check, had a considerable amount in it. ***Remember though, once the outside is finished, the inside will also need a good amount of work. So any donations are still welcomed, and tax deductible! Special thanks to all of those who have already donated and/or remain interested in the restoration process. More updates

Answers to Quiz on Page 2

a) "The National Limited"; b) "The Erie Limited"; c) "Pennsylvania Limited"; d) No train #2, train #32 was the westbound "Pocono Express"; e) Train #1 - "Potatoland Special", train #2 - "Aroostook Flyer"; f) "The George Washington"; g) unnamed local between Hagerstown, MD and Winston-Salem, NC; h) "Ponce de Leon"; i) "East Coast Champion"; j) "The Palmland"; k) "The City of New Orleans"; l) "Los Angeles Limited"; m) "Sunset Limited"; n) "The Empire Builder"; o) "North Coast Limited". [Thanks to Utica and Mohawk Chapter's *Tower Topics*, January 2004.]

Fire at Middletown, NY O&W station

Fire broke out on the morning of 2/02 at the famous Ontario & Western station. It was confined to the rear section; facade saved. [*Railpace Hot News* via *American*

CONSTRUCTION AND EQUIPMENT

by Joe Scanlon

The harsh winter weather has got the construction gang stopped dead in its tracks this year! But the mental wheels keep turning, and the Museum Chairmen are reviewing priorities for calendar year 2004.

This coming year looks like it could be our best ever for accomplishments out at the museum. With a little luck and a lot of hard work, we could complete the earthmoving around the Restoration Building, build tracks into the building, and even get a locomotive inspection pit and a floor slab in the building!

More heavy equipment will be brought back to operational condition. Three dump trucks are ready to go. The Bay City model 65 dragline and the Bucyrus Erie 25-B shovel front are in place, ready to dig. The Cat D8 tractor and pan and the CAT D7E bulldozer are hibernating, but will awaken easily. The Bay City 38 shovel front will be ready to go with very little work. More volunteers will get their chance to help out in our efforts. More major milestones will be met.

We have all of the ingredients: eager, helpful volunteers, the right surveying equipment, and plenty of heavy construction equipment, ready to go. What we need is an early spring and dry weather.

Be around the museum this year, so that you don't miss the fun! This will be the year to remember!!

Australia now has N-to-S railroad

After 140 years of planning, the Australian continent now has a railroad crossing the continent from North to South. It has earned the nickname of "Never Never". The 1851-mile railroad cost \$1 billion to construct and connects Adelaide, South Australia to Northern Territory seacoast city of Darwin.

For decades Australia has had a west-east rail line.

UP plans to vacate local Denver yards

Presently, Union Pacific coal trains rumble through downtown Denver. Plans are to move three yards to a new facility at TransPort, a 6,700 acre development next to Front Range Airport east of Denver International Airport. An official stated it will cost "hundreds and hundreds of millions of dollars." [*Rocky Mountain News*, 2/3 via *American Rail Link*, Issue 144]



Identical twins .. WAG plows X-3710 and X-3708, respectively, on a siding, still owned then by the Wellsville, Addison and Galetton Railroad. Located at WAG yard. Notice the light and horn on the top — we hope to add these accessories back on in the end. Picture from the collection of John Stewart in the Chapter Library.

[Editor: It's a shame that we could not reproduce this photograph in color: the brilliant red body, black wings, and white stripping makes a stunning picture of what must be freshly painted plows.]

History Department

by Rand Warner

Do you realize how many rail type ways we (once) had to leave Rochester?

- ? Lehigh Valley Depot at Court Street bridge. [Now a restaurant]
 - ? Erie RR Depot at Court and Exchange Streets for both steam and electric divisions. [Demolished]
 - ? Pennys Depot across the street from Nick Tahou's [Demolished for urban renewal]
 - ? B&O RR Depot which still survives as Nick's.
 - ? New York Central huge depot on Central Avenue. [Demolished in sections]
 - ? Manitou trolley depot on Beach Avenue. [Gone]
 - ? Rochester & Sodus Bay trolley depot on East Main Street. [Gone; land used for current bus terminal and garage]
 - ? Rochester & Syracuse trolley depot at Court & Exchange Streets ... shared with
 - ? Rochester & Eastern Rapid Railway jointly. [Area occupied by War Memorial]
 - ? Rochester, Lockport & Buffalo trolley depot at corner of Court and Exchange Streets. [Same as above]
 - ? New York Central "Falls Road" depot on Lyell Ave. [Gone??]
 - ? NYC Hojack branch depots at Charlotte Harbor and Charlotte Beach. [Gone]
 - ? Rome Watertown & Ogdensburg depot (from Rochester & Ontario Beach RR) at Commercial Street. [Gone; area became RR yard for RG&E BeeBee station]
 - ? NYC (and B&O?) depot on Dewey Avenue. [Now a restaurant/bar]
- What have I missed?

Donations Wanted for Museum

- Small hand tools (hammers, vice-grip pliers, crescent wrenches, pipe wrenches, etc.)
- Power washer with soda blaster attachment
- Singe car brake test device

Narrow-Gauge Calling

by Rand Warner

How many narrow-gauge railroads did we have right here within a 50-mile radius? Really ??

- ? Arcade & Attica was originally 3-foot gauge.
- ? Rochester & Glen Haven was originally 3-foot gauge.
- ? Gypsum mine at Garbutt was 2-foot gauge.
- ? Gypsum mine underground at Sabin Metal/Wheatland Center Road was 2-foot gauge.
- ? Underground salt mine at Retsof was 30-inch gauge (I think).
- ? Gypsum mine at Scottsville; 3-foot gauge (?)
- ? Dolomite quarry east of LeRoy was 3-foot gauge.
- ? Most of the region's dolomite and gypsum operations had narrow-gauge operations, but what about narrow-gauge logging operations?

Can you help us fill out this list with any missing items please. Do you know of any nearby narrow-gauge railroad or mining equipment. We have had numerous discussions at R&GVRM about a possible narrow-gauge operation. What are your thoughts?

Small can be beautiful ...

Contact Rand Warner at 425-8586.

Shows/etc:

March 27: Western New York Railpace Slide Show, Whistle Stop Inn, 1338 Exchange St. Alden, NY beginning at 7 pm. Prepaid admissions only. *Duncan Richards to participate.* [Railpace, Jan. 2004]

April 24-25: The Cornell RR Historical Society, NRHS will be holding their annual Finger Lakes Railfan & Train Show on April 24-25, 2004. Hours: Saturday: 10-5; Sunday 10-4. Place: The Field, NYS Rte. 34, four miles north of Rte. 13. *Contribution:* Adult: \$5; Child 3-12: \$2; Family \$10.

June 30 - July 4: 2004 National NRHS Convention: Minneapolis/St. Paul. Mainline steam trips are being investigated.

July 18 - 24: RailCamp 2004, Steamtown, Scranton, PA.

August 1: Train Fest 2004. Dennison, Ohio; sponsored by Dennison RR Museum and Ohio Central RR.

CSX Problems in Area

Upright Gates - Elderly Couple Killed at Local RR Crossing.

On Tuesday, February 3rd John and Jean O'Connor were killed when their car was hit by a CSX freight train on South Winton Road. This line is the former West Shore, which serves as a by-pass around downtown Rochester.

Witnesses stated that the flashers were working, but the crossing gates had not lowered. They also stated that the failure of the gates to lower had been observed several times before this accident. Preliminary inspections confirm the malfunction of the gates.

CSX has ordered that their trains are now to stop before proceeding to cross the road.

Down Gates - Hinders Motorists

Soon after, the crossing gates on the main line at Pixley Road in Gates malfunction; this time in the down position without a train in sight. The local police dispatched officers to monitor the traffic.

Derailment

On Saturday, February 7, seven cars of a CSX train, on the main line, derailed just west of a bridge crossing Interstate 390 in Gates. There were no injuries, nor hazardous materials and the derailed cars stayed on the railroad right-of-way. [*Democrat & Chronicle* newspapers]

Salvage Attempt Goes Awry

It seems simple. Your cell phone falls into the toilet, and you explore to retrieve it.

But this bathroom was on the Metro-North Railroad train. The man's fishing expedition left his arm all too intimately attached to the stainless steel commode. Before long, the ripples of this expedition inconvenienced thousands of commuters on Oct. 30th, as trains were rerouted and workers feverishly tried to free the man's arm.

His arm was trapped from the hand to the elbow. A passenger alerted a conductor, who arranged for the train to pick up a supervisor at its first stop, 125th Street.

The supervisor could not release the man's arm, so rescue crews meet the train a few stops later at Fordham station. Here fire fighters used no less than three sets of power tools, including the hydraulic jaws of life, to cut through the toilet, which was ripped from the lavatory before being sliced open.

It took about three days to repair it. The phone was not found. [From the *New York Times*, 10/31/03 and excerpted from *Tower Topics*, January 2004]

Train Fest 2004

The Dennison Railroad Museum, in Dennison, Ohio, will be hosting "Train Fest 2004" on July 30 through August 1, 2004 at their museum.

Expected steam locomotives are: Ohio Central's 6325, 1293, ex-LS&I 133 (late of Hocking Valley) and PM 1225. With luck, NKP 765 may also make it—if rebuilt is completed.

Admission will be \$12/adult; \$8/child (4-12); 3 and under is free. One-hour train ride will cost \$14/adult, \$12/child (4-12) with under 3 free. [RailroadHistorical-Editors net]

[Another LS&I steamer (#21) was mentioned in the January issue; page 6]

RR Videos Win Awards

Intermountain Chapter, NRHS member Richard Luckin has received numerous awards for two railroad theme videos.

Super Chief: Speed - Style - Service was hosted by television actor Michael Gross.

Silver Thread Through the West: The California Zephyr was the other video.

Both have been picked up by American Public Television for broadcast to 140 PBS stations nationwide. [Intermountain News, Jan/Feb 2004]

[Neither video appears in the February issue of WXXI's program guide. Our local PBS station has shown numerous railroad programs along a travelogue theme.]

Clarification to last month's map

John Weber (the other one!), and editor of *Tower Topics*, newsletter of Utica & Mohawk Valley Chapter, NRHS, sent a letter to clarify the "?" on the RW&O map sent with the January issue of *The Semaphore*.

Your editor was not able to decipher the name and could not find it in a road atlas.

Mr. Weber states: "The correct name is "Humaston", which is not a unique political entity (i.e. no post office, town or village officials, etc.). However its name lives on in a secondary road through the Huckleberry Swamp, named "Humaston Road"."

Thanks, Mr. Weber. P.S. Our chapter also has a John Weber, who recently 'retired' from our Board but still active with Operation Lifesaver.

Lynn's Observations:

Lynn Heintz noted an article in a recent Batavia newspaper.

Chapter member Roy Wullick made news in the Batavia newspaper in regards to a passenger car he owns. The car is the *Silver Solarium*, a dome-observation, from the *California Zephyr*. It will be appearing in a new Julia Roberts movie titled "Mona Lisa Smile".

It was built by Budd in 1948 and retired in 1978 after travelling over 7 million miles. This story is probably best told by Roy himself.

So Roy, readers of *The Semaphore* would surely like to know more!

Also Lynn points out that BR&P employee magazines, for which we have a large number in the library, contains some interesting articles that would make interesting

More on Cedar Swamp Station

Mary Hamilton-Dann's book on the Lehigh Valley has photograph of the Cedar Swamp station — it was not much larger than the BR&B waiting station on our museum grounds!

Her book also contains pictures of the Mortimer and Henrietta stations. Thanks, M a r y !

RailCamp 2004

The seventh annual Basic RailCamp 2004 will be held at Steamtown, Scranton, PA on July 18-24 (Sun-Sat). RailCamp is sponsored by National Railway Historical Society, their sponsoring Chapters, National Park Service and with support from University of Scranton and Canadian Pacific Railway.

Tuition is \$750 per person with a \$100 discount for signing up by March 1, 2004.

For more information, write: Basic RailCamp 2004, NRHS, PO Box 58547, Philadelphia, PA 19102-8547; telephone: 215--557-6606; RailCamp@nrhs.com.

PCCs being rebuilt

Philadelphia's SEPTA is rebuilding and upgrading 18 classic PCC cars for their No. 15 Girard Avenue streetcar line. The PCCs, originally built in 1947 by St. Louis Car, are being rebuilt by Brookville Equipment Corp. to near-original appearance, except for car-long roof mounted HVAC units. [Railway Age via *The Lakeshore Timetable*, Jan. 2004]

In the Works

The Cincinnati Railroad Club newsletters contained several articles that illustrated passenger train activity at the city's several stations. This was by a time listing.

Such an article is underway for Feb. 1940 activities at Rochester stations.

Editor's Corner

The principal topic this season is the cold, snowy weather! During the Summer, I thought how much easier it was to spend a half-hour shoveling snow rather than 1.5 hours mowing grass every week. That thought has been reversed!

Although the airport registered over 60+ inches of snow for January, you can add another 12 inches at least here in Irondequoit.

My sump pump drain line froze (no storm/sanitary sewers where I live). Fortunately heard the water alarm. The back-up pump is water powered. It takes two gallons of line water to discharge one gallon of sump water. But since the ground is frozen and the discharge is just outside the basement wall, three gallons just filters back into the basement! Water was slowly rising over the sump well; electric pump was working but could not discharge. Brought a cold, stiff garden hose in from the garage. Yep, although it was supposedly drained, it contained a plug of ice. Hooked to the hot water tap at the laundry tubs; after about ten minutes, the hose thawed (and became quite flexible!)

Now it was connected to a spare sump pump (I'm a collector of sump pumps!) and draped over the floor from the sump at one end of the basement to the laundry tubs at the other (looks like a long green snake!). The tubs drain to a dry well in the front yard; this drain, fortunately, is buried below frost line. That problem solved.

Then ice dams on the roof began to grow. As the temperatures fluctuated, icicles formed on the enclosed garage wall common with the house. And water dripped from a light fixture in the hallway. Out came the buckets.

I'm keeping my fingers crossed that we do not have a quick thaw; otherwise, basement floods are a good possibility at 299.



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Chapter Meeting & Program:
Member's Slide
Night
by **Chapter Members**
Thursday, February 17, 2004
40&8 Club
933 University Ave.

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

Pouring the Restoration Facility Floor!

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab! [Don Shilling] (Each block indicates \$1,000)

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