



The Semaphore

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

February 2005
Volume 47, No. 6

Program for Feb. 17:

Maintenance of Way

by **Richard Wagner**

Richard will be presenting a slide show of Maintenance-of-Way equipment and operations. He is an HO-scale modeler who is often at the bigger train shows demonstrating construction of rolling stock.

Future Programs

March 17: Members' slide night

April 21: *Chinese Steam #3* by Duncan Richards

May 19 *Lehigh Valley 16 mm movies* by Ken Kramer.

June, July & August: Operations at the Museum.

Sept. 15: *American Orient Ltd.* by Bob Achilles

(These Programs are subject to change.)

Track Car Training Class Schedule

by *Bob Achilles*

Classroom:

March 28 10 AM [All dates are
April 9 10 / Saturdays]
April 23 9 A.m.

Hands-on:

April 23 9 AM
April 30 9 AM
May 7 9 AM

A makeup session will be scheduled for Tuesday, May 10 at 7 PM (if necessary).

Classroom sessions will all be held in the NYMT gallery. Hands-on training will begin immediately outside the new NYMT trolley barn. Please be prompt

Everyone who plans to operate any track car on the property (even if they have operated before) is required to attend one classroom and one hands-on session.

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, February 20

Library Phone: 872-4641

St. Patrick's Day Parade

March 12 —

by *Chris Hauf*

Help needed to staff Chapter's display at Celtic Fair

The Rochester chapter has been asked by the St. Patrick's Day Parade of Greater Rochester Committee to display as part of their Celtic Family Fair which takes place as an added attraction before, during and after the Rochester St. Patrick's Day Parade on Saturday, March 12, 2005. The Celtic Family Fair takes place in the Clarion Hotel in downtown Rochester, and we will have our display setup with many other local museums and organizations. We hope this will be a great opportunity to make many more families in the Rochester area aware of our Chapter and our Museum as they had over 2000 families pass through last year.

Chris Hauf will be heading up this effort and is looking for additional people to help staff the Chapter's display. The fair runs from approximately 11 AM to 5 PM. We welcome you to help us during all or part of the fair. We will be handing out our brochures and answering questions on the Rochester Chapter and our Rochester & Genesee Valley Railroad Museum.

If you can help, please drop Chris an email at crhauf@rochnrhs.org or give him a call at 585-381-8583.

Year End Party enjoyed

Dale Hartnett reports that 51 people partook of the January 8th Year End Party at the Depot. The weather was appropriate for the occasion (cold and snow on the ground).

The "pot-luck" was spread on two tables, with the display board as a divider, in the waiting room of the Depot. This allowed more room for individuals to make their choices. Also the Depot was a more comfortable area for people to converse, especially around the pot belly stove in the agent's office.

John Redden reports that eight trips were made using EK #6 and a caboose. That newly installed B&O position light signal really added to the atmosphere as the train progressed up the hill.

As a video was not set up in the *Pine Fall*, Bob Mader went home and brought back several trays of slides of trips he has made, to show in the lounge.

Mystery Station

This former passenger station is in private use (note the changed bay window). It is located in a county that adjoins Monroe. Where and on what railroad? [Answer on Page 5]



2005 Chapter Rail Tours Synopsis

Jim East is now taking reservations for the Chapter's sponsored Rail Trip Tours for 2005. These trips are very popular and quickly sell out to previous patrons.

The Spring Tour:

Canadian Spring Adventure to Quebec City and Montreal by Rail; May 30 (5 days, 4 nights). Visit Montreal, Quebec, and along the shores of Lake Champlain.

The Fall Foliage Tour:

Fall Foliage Tour by Rail: Boston, Portland and the Maine Coast; Oct. 6 - Oct. 10 (5 days, 4 nights). Visit Boston, Portland, Freeport (shopping at L.L. Bean), Kennebunkport, Trolley Museum.

The Pre-Christmas Tours:

Dec. 1 - Dec. 3 (Thursday-Saturday) &

Dec. 9 - Dec. 12 (Friday-Monday)

Off to the "Big Apple" for the famous Christmas Show at Radio City Music Hall, and shopping.

If interested in any of these trips, make reservations with Jim East after February 12, 2005. His phone is 585-377-5389.

Chapter Related WebSites

This site, www.rochnrhs.org, has Chapter news, images of *The Semaphore* since 2001, a sampling of historical photographs in our collection, among other interesting items.

www.wagplow.org gives you the latest accomplishments on renovating the Maine Central (WAG) snow plow.

If look at this site, maintained by Jesse Marks, you will find not only updates and interior views of our snow plow, but also pictures, or links, to WAG history and rolling stock, many pictures of other railroad snow plows (some refurbished by private owners), a glossary of snow plow terms, etc.

There is even a double-ended plow! Nice web site, Jesse!

The Fifth installment on the Telegraph, by Chris Hausler, appears on Page 7.

Contributors to this issue

Bob Achilles, Janet Dittmer, Dale Hartnett, Chris Hauf, Chris Hasuler, Jesse Marks, John Redden, Charles Robinson, Harold Russell, Rand Warner.

In Memoriam

CHARLEST. TUKE

Our Chapter President, Jeremy Tuke's, father passed away on January 17. Dr. Charales T. Tuke was a local well-known pediatrician, retiring in 1989.

The Chapter and its members extend our sincere sympathies to Jeremy, his family, and relatives.

Young Railfans Dates:

Sat., Feb. 19 10 AM-3PM

Sat., March 5 10 AM-3PM

Sat., March 19 10 AM-3PM

Young Railfans Recruiting

A Young Railfans recruiting drive will be held later in February at a date to be determined. If you know a young person (male or female) between 14 and 21 who would like to learn more about railroading or construction, please contact Dale Hartnett at 585/243-0139 or <dhartnett@rochnrhs.org>.

This activity, which is in the fourth year, continues to develop members in the various aspects of railroading. Because he is attending a local college, one member has become a Chapter member who is actively overseeing the restoration of the WAG snow plow.

Full-Color Chapter 2005 Sold Out!

Chris Hauf arranged to have printed a few copies of a 2005 calendar showing Chris' photos of our rolling stock for each month -- in Full Color!

This limited run has been sold out. Look forward to the 2006 edition later this year.

Otto Reports ...

Otto has done the layout work for his friend, Robert Band, on a soon to be released book on New York, Westchester & Boston Railway. He also contributed some passages and maps and diagrams. This road was built to high standards by New Haven as a high-speed electric line at the turn of the last century. Unfortunately, it served a sparsely populated area. The line was shut down in 1937, and except for a small portion in the Bronx used by the Subway, it has largely been erased from the landscape.

Otto's father grew up along this line, and Otto always an interest in it.

The book is available through many dealers, or direct from <www.nywbry.com>

Membership Report

Janet Dittmer, Chair

Welcome to these new members:

Terry M. Smith

140 Burrows Dr.
Rochester, NY 14625
381-7949; trainterry@yahoo.com

Interests: Rolling stock restoration; Trips;
Library: computer and electronics

Karl Abbott

30 Vick Park A
Rochester, NY 14607-2120
755-0401; Karl47@frontiernet.net
Interests: Trips; Museum tour guide

Change in e-mail address:

Dick Gillard's new e-mail address is:
gitch@stny.rr.com

Additions to Family Status:

Gerald and Bridget has added Scott and Peter.

James Moore has added wife, Barbara.

Membership Contact:

Janet Dittmer, Membership Chair
983 N. Winton Rd.
Rochester, NY 14609-6824
<daveluca@frontiernet.net>

Membership Rates:

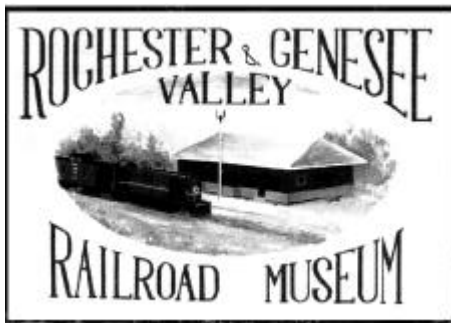
National + Chapter membership: . \$40
Above as Family membership \$50
Local* \$20
Local as Family*..... \$27
(* Holds National membership elsewhere)
National only \$20
National as Family only \$23
Subscriptions only: \$10*
* Effective January 1, 2005.

Returnable cans can help Steam Fund

Remember to save your returnable cans and bottles from your Super Bowl party. You can help turn returnable cans into cash for our steam fund by donating them to the Chapter any time. There is a receptacle in the Baggage Room at the Museum.

St. Louis has new Amtrak Station

"After 26 years, 1 month and 18 days, the oldest "temporary train station" in America - Saint Louis Amshack - has been replaced by a new clean and bright interim facility." Note the "interim"; another station is planned near the new one at a later date, at which time the "interim" facility will be used for maintenance. [*The Gateway Railleter*, Feb. 2005]



MUSEUM MUSINGS

There's a rather famous personal development book that states we all have four areas in life that lead to fulfillment:

- * **To live**
- * **To learn**
- * **To love**
- * **To leave a legacy**

I'd suggest that the Rochester & Genesee Valley Railroad Museum offers the opportunity for fulfillment in all four categories.

To live: If we like railroading or heavy equipment, we can certainly live out our dreams through maintaining and operating the museum's collection.

To learn: The older we get, the more we realize how much we don't know. We offer the opportunity to learn new skills or enhance old ones. We often think of the 'hands on' types of skills. But we can also learn about people, about history or about leadership.

To love: I would dare say that many of us who volunteer at the museum consider other volunteers to be among our closest friends. Many of us enjoy spending time with one another in the pursuit of our common interests or on new adventures.

To leave a legacy: Will we leave the world a better place than we found it? Will we see that our work lives on? We can do this through restoring a piece of equipment, building an exhibit or documenting history. We can also do this through our financial contributions. Have you planned how you can leave your legacy through our organization?

If you're not actively involved in the museum operation, please consider this an invitation to join us in our activities.

If you are involved, what can you do to have the most fulfilling experience possible?

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

Motive Power Update

by John Redden

Diesel Locomotives

Some five and a half years ago, the Chapter purchased locomotive 1654 from the Federal Surplus Property program of New York State. Most Chapter members are aware of the difficulties that we encountered when the unit was damaged in transit to our Museum. However, one of our the lesser-known problems, is that we never had a set of manuals for this engine. The 1654 is somewhat unusual in that, it was one of a number of 1950s vintage GE locomotives that were rebuilt by the Federal Government in 1989 with new engines, and most of the rest of its components new or rebuilt. This month, Norm Shaddick was successful in locating, on the internet, several manuals that were printed specifically for this class of locomotive. He then printed them on his own printer, for use by the Motive Power Department. These manuals greatly improve our ability to perform maintenance this unit, and we thank Norm for his efforts.

This month, Dick Holbert temporarily installed Dan Waterstraat's beautiful new battery charger in the 211, and moved 1654's charger back into this unit. This work was done just in time for our coldest weather of the year, and kept our valuable batteries on trickle charge during this time. Thank you, Dick and Dan.

Our traditional Year End party was operated on January the 8th, with locomotive EK-6. It was used to pull one caboose over our railroad for about eight trips throughout the afternoon and evening. As usual for this unit, it performed well, and our guests greatly enjoyed the experience of wintertime caboose and engine cab rides.

Special thanks to Harold Crouch, for donating a diesel locomotive speedometer and speed recorder. He had purchased it from a scrapper, who was cutting up an Alco road switcher. It was great to see Harold again at the Year End Party, when he dropped this donation off with us. After several trips to "the shop" recently, he is marked up again on the "ready track".

>>>>>

Gasoline Locomotives

Trackmobiles

Art Mummery has offered to install the snowplow frame that was formerly located on the RG&E trackmobile, onto the blue Trackmobile #2. This will allow us to use this unit as a rubber-tired plow for driveways and parking lots, and will be a companion to Trackmobile #1, with its railroad plow.

Plymouth Gasoline Locomotive

Progress continues on our 6-ton Plymouth Model BL locomotive. Fabrication of the speed selection gear rack has been completed by Kevin Klees. The original part was too badly worn and corroded to be reused. Work on new rings to rebuild the roller bearing seal area on the cross shaft has begun. Also, fine adjustments to fit the friction wheel hub to the cross shaft have continued. Finally, the radiator fan was cleaned up and primed this month.

Steam Locomotives

We had a very productive Steam Team planning meeting on January 15. We anticipate being able to report on steady progress on the steam engines this year. Stay tuned.

Harold Crouch send us a nice letter this month, with a lot of detailed information on re-installing the main rods, and preparing to install the valve gear and set the valves. Thanks, Harold.

Thanks to Dick Holbert, Norm Shaddick and Kevin Klees for contributing to this

Two NYC Subways halted by fire.

Several weeks ago, the A and C lines; one was knocked out, the other seriously damaged, which are used by 580,000 riders a day, was disabled when a fire occurred in the signal control facility. This facility was constructed in 1932 when the two lines were opened. The fire is believed to have started from a homeless man who was trying to keep warm.

First reports were that it may take several years to repair the damage. However, later news reports, state that some service has resumed, with full service is expected in nine months. [from *USA Today*]

Trolley Power Substation, Etc.

by Rand Warner

Hookup Arrangement with NiMo

Following our last meeting with O'Connell Electric Co., we have a better and more coast-effective way to hook up the NYMT Building power for single phase.

This arrangement is also the one that NiMo would prefer, one that Town of Rush would prefer, and one that was also suggested by Underwriters Inspector.

We have also validated the standby power consumption of the NYMT Building transformer by three different, independent data points.

NiMo expects to put in the new 480v, 400a upgraded service this spring (in March/April). O'Connell should do the hook up in April/May of this years.

Other Related Work:

Meanwhile, we will be wiring the internal portion of the substation for ac and dc this winter, and then pulling cable through the PVC conduit already installed in the trench to the trolley track as soon as the weather breaks.

Again, as soon as the weather breaks, we can resume installing additional rail bonds and grounding, for safety and reliability.

We have quotes for the additional cable needed to complete the project and will take delivery in February, but we have plenty to start wiring now.

Wanted

- Gage rods - single or double-ended, insulated or non-insulated.
- Rail end wheel stops, bolt-on or bolt-through type.
- Wheel-skates and wheel-chocks, for locomotives and cars blocking
- Track bolts for 80# DU or 90# RA rail joints.
- Heel block and rail braces for 80# DU and 90# RA trackage.
- Hook bars for use under 80# DU and 90# RA frogs.

D&C Editorials

Two recent Editorials have appeared in the local *Democrat and Chronicle* expresses concern about about Amtrak's finances. The uncertainty that Amtrak faces each year has to take a toll on their employees, does on their equipment, and anxiety on passengers.

Please refer to the lower left corner on Page 6 for an analysis of ridership.

Snow scene 2005

by Rand Warner

Winter has struck with a real vengeance this last month. We've been shoveling out again and again since Christmas.

Trains ran for the Christmas Tree Special without serious problems in early December.

We ran trains again for the Year End Party in early January, but it was a little more of a challenge.

Since then its been more or less continuous snow removal:

-- Scott Gleason, Dan Waterstraat and Dave Luca on loader.

-- Bob Mader and Randy Bogucki on our two snow blowers.

-- Dave Luca, Rand Warner, Jim Johnson, and others on hand shovels.

But time and weather marches on and R&GVRM never, never closes!!

Snow Scene of Long Ago

by Rand Warner

Yes, Virginia, the winters of old really were harder than recent years.

Back in the twenties and thirties crawler operated plows were used on the tough cases. One example is the Holt/Best crawler with LaPlant-Choate plow at NYMT. Another example would be a Lynn half track with plow, if only we had one ... stay tuned.

Later on in the thirties, and even into the forties, fifties, and sixties, heavy duty rubber-tired, all-wheel drive trucks were developed, may times using Frick plows. The trucks were Walters, Oshkosh and FWD. They were usually gas engined, but occasionally diesel powered.

R&GVRM now has a FWD truck, deaccessioned to us through the generosity of NYMT. Rick Israelson now has it running!

Thanks to ...

Rand Warner for tools, books, artifacts, hardware, and engineering supplies.

Jim Johnson for endless donuts and a steady stream of special ordered lunch sandwiches.

Charles Harshbarger for turning in thousands of cans and bottles, and for bringing in hundreds of gallons of gasoline and kerosene fuels.

Harold Crouch for donation of diesel locomotive speedometer and recorder.

Norm Shaddick for acquiring manuals for the 1654 via the Internet.

Library Report

Charles Robinson, Chairman

The library will be open for *YOUR* use on **Sunday afternoon, February 20** between the hours of **2 and 5 PM**. There is a big selection of rail books and tapes that circulate so come pay us a visit.

We are slowly turning around the situation at the library with respect to the boxes of surplus magazines that we sincerely want to give to those that would like to have them. Bob Fleck has brought some free magazines from the library to the last Chapter meeting for our members to take. This has been a big help and we thank Bob for his contribution. Another member, whose name was unfortunately forgotten, took another two boxes of magazines. There are still several boxes of rail magazines remaining. Among them are surplus copies of the *Model Railroader* that may interest some.

In the cold weather of the last few weeks, the library was without water caused by a pipe freezing for a second time. Fortunately the pipe did not burst and now that the cold spell has passed water is now flowing again. Bob Miner and Dave Luca have improved the insulation around the pipes and have fitted a better door on the entrance to the area underneath restroom area to combat this problem.

Now that the inventory of the Barrett collection has been essentially completed, Jerry Gillette and the library chairman are starting to work on a more systematic storage of our photographs.

Gale Smith is busy cataloging about 100 video tapes received from Dan Cosgrove's estate.

So Sunday afternoon February 20 is the time to drop by and see the Chapter's well organized rail book, rail magazine and rail tape collection.

Bill Limburg finishes the recent installation of new windows in the cupola of the Library caboose.



More from Otto ...

MTA Metro-North Railroad recently cleaned house sending a lot of obsolete equipment to the scrapper. There was a large collection of equipment stored at Croton North, formerly used as a staging yard for electric MUs in Penn Central days.

Biting the dust were derelict NH FL9s. Many freight cars, some ex-NYC cars built at Despatch Shops, went. A "Wire" train used to maintain former NH mainline was scrapped including NC stainless steel coaches too far gone for preservation.

Three unique E10-B electric locomotives were also cut up in December. The E10-Bs were built for the Niagara Junction Railroad by GE in 1952. In 1980, three units were rebuilt and equipped with third rail shoes and were assigned to switching duties at the Croton-Harmon yard and Grand Central Terminal retiring the ancient NYC S-2 motors. The electrics were used until 1999 being replaced by low-emission diesel switchers. One of the original six E10-Bs exists today: NJ 15 owned by Western New York Railroad Historical Society, currently in storage at South Buffalo, awaiting restoration. [Excerpts from Otto Vondrak's e-

Lionel trains gets \$60 million loans

Recently Lionel LLC filed for bankruptcy as result of being sued by MTH Electric Trains for stealing designs from a South Korean manufacturer working for MTH. A jury in June found that Lionel should pay \$38.6 million to MTH.

The 105-year-old company is appealing. In the interim, it has arranged for almost \$60 million in loans.

Answer to Mystery station

This station is located in Newark, NY on the former right of way of the Elmira Branch of the Pennsylvania Railroad on its way to Sodus Point. It is probably used as a business

Next to this building is what appears to be the freight house, modified with an extension, with box car next to it. A photo of this is below; didn't wish to get to close as this is private property.



NYMT acquires Rochester Trolley 1402

Originally Car 1402 was an open-air car hauling customers to Seabreeze Park in the early 1900s. By 1920, it was converted into an enclosed trailer, and by 1930, the car was retired. It later became a summer cottage in Honeoye, Ontario County.

Mr. Tom Baker, of the Furniture Doctor, Inc., donated the car to NYMT in 2004. It will be transported to the NYMT campus sometime this year by truck and stored under protective wrap until such time that restoration work can begin.

[This article appeared in the *Democrat and Chronicle* of Dec. 19, 2004 page 5B along with a picture of the car.]

Shows

March 12-13: *Rochester Model RR Club Show*, First Universalist Church, 150 S. Clinton Ave: Sat. 19-5, Sun. 1-5. Adults: \$3; 6-12: \$2; Under 6: free.

March 20: *RIT Spring Train Show*, RIT Student Union in Henrietta. Vendors sales, plus their own HO scale Rochester & Irondequoit Terminal will be one of the operating layouts. The R&IT features computerized CTC, a working wayside signal system and scenes modeled after actual locations in Rochester. Members are invited to volunteer and get one of their nifty orange Train Crew shirts, based on Chris Hauf's Diesel Days design. Several RIT students are members of the Chapter. For more info, visit: www.nywbry.com. [Otto's e-mail]

April 23-24: *Finger Lakes Railfan & Train Show*, sponsored by Cornell RR Historical Society, NRHS. At "The Field" on NYS Rte 34, four miles north of Rte. 13. Sat: 10-5; Sun: 10-4

PRR Steamers

For the last several issues The Cincinnati Railroad Club's *Headlight & Markers*, has been exploring the various classes of PRR's steam locomotives. The December issue is on the "K" series. The articles has photographs of each class. John Matsik, take note!

Previous newsletters have documented the B&O steamers.

BR&P ferry and train photo

A nice photo of Ontario No. 2 ferry boat, BR&P passenger train and the coal trestle appeared in the *Irondequoit Press* in the November 4, 2004 edition.

GM sells EMD

On January 12, General Motors released an announcement that they have reached an agreement to sell its Electro-Motive Division (EMD) to the investor group Greenbriar and Berkshire Partners. Terms were not disclosed.

It includes substantially all of EMD businesses, including North American and international locomotives; power; marine and industrial products; the spare parts and parts rebuild business; and all of EMD's locomotive maintenance contracts worldwide. Both the LaGrange, Ill. and London, Ont. manufacturing facilities are included in the agreement.

Final sale is contingent on completion of negotiations with the United Auto Workers Union. The transaction is expected to close in the first quarter of 2005.

Since the early 1930s, EMD and its associates have produced more than 58,000 diesel-electric locomotives for customers in 73 countries.

Greenbriar Equity Group LLC is focused exclusively on making private equity investments in the global transportation industry including companies in freight and passenger transport, commercial aerospace, automotive, logistics and related sectors.

Berkshire Partners has invested in mid-sized companies for 25 year through six investment funds aggregating approximately \$3.5 billion. [GM News Release submitted by Jeremy Tuke]

"The Canadian" highly rated

On separate trips, Jim Mixter of Cincinnati Railroad Club and John Dahl of Niagara Frontier Chapter have recently rode Via's "The Canadian". Both took the trip west to Vancouver; Mixter also rode the east section, "Ocean", to New Brunswick.

This is *THE STREAMLINER* of yesterday! Dome cars, outstanding service from employees, great meals—and the luxury of cars built in the 50s—and the scenery is great!

Mr. Mixter does note that the "Ocean" equipment has been partly replaced by the recently acquired, but modified for Canadian winters, Renaissance cars from England.

"The Canadian" runs tri-weekly between Toronto and Vancouver; "Ocean" is daily, except Tuesdays, between Montreal and Halifax. [*Headlights & Markers*, Dec. 2004; *Empire State Express*, Feb. 2005]

We Can Handle it! *by Rand Warner*

— with Motive Power

A. Road Switcher Inventory

1. **EK #9**, Alco RS-1, Diesel, 1000 hp, 120-ton. Operational during warm seasons.
2. **LV #211**, Alco/EMD RS-3m, Diesel, 1200 hp, Operational in warm seasons.

B. YARD switcher Inventory

1. **NKP #79**, Alco S-4 Diesel, 1000 hp, 115 ton, Operational in warm seasons. On loan from John Redden.
2. **Army #1843**, FM, H12-44, Diesel, 1200 hp, 120-ton, Operational during three seasons.

C. Industrial Switcher Inventory

1. **EK #6**, GE Centercab, 80-ton, 500 hp, Diesel, Operational all seasons.
2. **Army #1654**, GE Centercab, 80-ton, 470 hp, Diesel, Operational all seasons.
3. **RG&E #1941**, GE Centercab, 45-ton, 300 hp, Diesel, Operational, thou in rehab.

D. Critter Inventory

Plymouth, gas-mechanical, 7-ton, 50 hp, in restoration.

E. TrackMobile Inventory

1. **RG&E Green TM-5**, gas, 5-ton, Non operational; in rehab.
2. **Army Blue #1**, TM-5, gas 5-ton, operational.
3. **Army Blue #2**, TM-5, gas, 5-ton, Operational.
4. **Army Yellow TM-2**, gas, 2-ton, Non-operational.

F. Steam Inventory

1. **Vulcan 0-4-0T**, (tank) 45-ton, 20,000 lb. tractive effort. In restoration to run again.
2. **Heisler 0-4-0F**, (fireless) 42-ton 10,000 lb. tractive effort. In restoration, to run again.

NOTE: If you would like to be involved with any of this equipment;, please contact John Redden, 388-9124, Superintendent of Motive Power.

Amtrak ridership

Several graphics have appeared in *USA Today* stating Amtrak ridership over the last 40 years. Unfortunately, I'm not able to reproduce the graphics; so will extract and elaborate on them in the table on the right.

That's a fairly good growth; though not like the airlines or autos. Over the 40 years, the average is 3.3% — not a minus 3% that the administration would indicate. The latter, or worse, may apply to interstate buses!

— with Heavy Equipment

A. Loader Inventory

1. **Trojan**, diesel 2.5 yard loader on rubber, orange; currently not operating.
2. **Trojan**, diesel 2 yard loader on rubber, yellow, in constant usage.
3. **Case**, diesel 1 yard loader on tracks, yellow, operating, but needs track work.
4. **Massey-Ferguson**, diesel 1 yard loader on rubber, yellow, operating, but hydraulic leak.

B. Track Backhoe Inventory

1. **International**, gas powered conventional type, running but needs car work.
2. **Balmer/Ford**, gas powered, skid steer, operational but needs attention.

C. Road Grader Inventory

1. **Huber Wabco**, diesel, operational, on loan from Joe Scanlon.
2. **Caterpillar 212**, diesel, operational, on loan from D'Amico Paving.
3. **Caterpillar 12**, diesel, not yet operational, but getting there soon.
4. **Rome 1946**, diesel, will operate, but currently used for display only.

D. Bulldozer Inventory

1. **Allis-Chalmers Huge** diesel operational, but needs pump work on torque converter.
2. **Caterpillar D-7**, Army, diesel, operational and in use.
3. **Caterpillar D-7**, diesel, operational and in use.
4. **Caterpillar D4**, diesel, apart, in rebuild.
5. **Caterpillar D-2**, diesel, operational and in use.
6. **ATC**, small, gas, operational and useable.

NOTE: If you would like to be involved with any of this equipment, please contact Art Mummery, 334-4054, Superintendent of Heavy Equipment.

Year*Millions

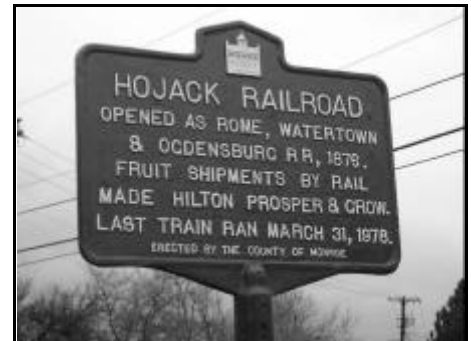
1974	18.7	
1984	19.9	+6.4%
1994	21.8	+9.5%
2004	25.1	+15.0%

Data is for fiscal years (October-September).

Data from Amtrak via *USA Today*, date not recorded.

More views of Hojack's artifacts in Hilton, NY

The January issue contained pictures of the depot and its sign. [Photos and captions by Jesse Marks]



This plaque is located on the north side of East Ave. just outside of the village (the tracks crossed the road at this point).



This track bumper has been left as a historical reminder that the Hojack railroad once passed this point. The bumper is on the south corner of Old Hojack Lane and Lake Ave.



This mile post has also been left behind. The road on the left is Old Hojack Lane shows this is where the tracks used to lie. The road extends west for four miles and even passes Hilton's school district.

The "P" refers to 104 miles to Pulaski, the eastern terminal of that division.

Installment #5 on the Telegraph

The Box Telegraph

by **Chris Hausler**

Although most people think of a telegraph office as exactly that, an office with the telegraph instruments arrayed on a desk, there were many situations requiring a temporary telegraph office, one that was portable. Most telegraph instruments are relatively delicate and can be easily put out of adjustment or otherwise damaged by rough handling. Thus at a minimum if they were to be carried around they needed to be protectively secured in some form of case or box. Further, they would be mounted and already wired together so they could be quickly set up and operated. Such portable telegraph offices have become known as "Box Telegraphs".

A "Box Telegraph" could be just a telegrapher's favorite instruments carried in a box. A "KOB" or "key on board", a receiving instrument (usually a main line sounder or box relay) and telegraph key mounted on the same base and then secured in a carrying case is an early example. Commercially manufactured units which mounted and wired the instruments directly in or on the case or box in such a way as to make the whole package compact, portable and quick to set up became available. Some were made with specially designed rugged instruments but for cost purposes most just used instruments "off the shelf".

The photograph above shows one such manufactured unit from my collection. This unit has come to be called a "Western Union Everywhere" Box. "Western Union Everywhere" was an advertising slogan of the Western Union Telegraph Company. This type of box telegraph picked up this name because the backs of these boxes were marked with this slogan. Although careful examination can still detect it on this unit, it has been painted over. A similar unit which has not been painted over can be seen at the Medina Railroad Museum. This box telegraph is typical of many in that it consists of two instruments, a telegraph key and a "main line sounder". The use of a main line sounder instead of a main line relay and a local sounder made the box telegraph more portable and obviated the need for a local battery, at some loss of sensitivity. Of all the commercial Box Telegraphs I've come across, this is the design I've most frequently seen.

What's more, Western Union's advertising slogan was true! In the first half of the twentieth century, almost anywhere one went

telegraph service was easily available. It was much like the internet today. Stuart Davis was the personal telegrapher of President Franklin Roosevelt. He had a small oak carrying case in which his instruments were mounted. The President once told him, "I'm always glad to see you with that pretty little box". With his "pretty little box", Davis could rapidly put the President in contact with "the world" from almost anywhere.

A more common use of box telegraphs was at special news events. The telegraph put the "new" in news like no other technology before or since. Sporting events and political conventions were commonly covered by telegraphers. A telegrapher would be sent to one of these events with a box telegraph. He would connect it to the wire and report on the event "live". Early on, scores for baseball games would be sent out on the wire and received by telegraphers at the newspapers in each town. They would then post the scores on the front windows of their offices. Crowds would gather to "watch the game". When radio came along, the "play by play" would be telegraphed in a shorthand form, to keep it lively, directly to radio stations. Telegraphers at the individual stations would receive the play by play and watching over each of their shoulders would be an announcer who would call the game just as if he were in the stadium. Both the famous sportscaster Red Barber as well as former President Ronald Reagan announced games this way. Sometimes phony crowd noise would be added at the station to heighten the effect. The listening audience frequently thought the announcer was actually at the stadium watching the game.

Even after news distribution was converted to teleprinters around 1930, news gathering continued to rely on the Morse Telegraph for some time. Box telegraphs were so simple, portable and self contained, with power being provided by the central office, that a temporary wire could be quickly run right to the "action". The last known use of telegraphy for news reporting was at Barry Goldwater's nominating convention in California in the early 1960's, where a lone telegrapher reported the goings on to a New York newspaper.

Railroads also made use of box telegraphs. At the time I acquired this unit I was also looking at another identical one being offered for sale. It had been used in the 40's and 50's by an L&N RR lineman. He had mounted a handle on top of the box for easy carrying and would place it on his track motor car deck as he traveled his territory checking on the lines. If he needed to contact the "wire chief" at the main offices to



perform some testing or contact the dispatcher to get line ups or track and time all he had to do was cut in his box telegraph and he was in immediate communications. Another railroad use of box telegraphs was for "wreck offices". Usually if a wreck occurred, a telegrapher would be dispatched along with the wrecking crew. He would set up his box telegraph and keep the main office informed as to the progress of the clean up. He would also keep the wrecking crew informed of approaching trains and could quickly wire for additional help, materials and machinery if needed. I have seen a photo of another box telegraph of this type with a pole hanging leather belt attached. The box could be thus strapped to a pole to quickly set up an on site telegraph office.

Portability in box telegraphs was achieved to a high degree in the Civil War with the development of what was called the "Pocket Relay". The Pocket Relay was an instrument which combined the functions of a key and main line sounder in miniature form, built together in a package small enough to fit in one's pocket. Although not easy to use for extended periods or for fast sending, they were popular with military telegraphers constantly on the move and especially with spies and saboteurs who would cross over into enemy territory to tap their telegraph lines. Once in place they could monitor enemy communications as well as mimic enemy telegraph stations, inserting false and confusing information. Today these are quite rare and command high prices in the collectibles market. I saw one for sale at a local flea market a couple of years ago complete with its leather carrying case and in good condition except for a cracked base. Its asking price was \$1500, too rich for my budget.

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

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Chapter Meeting & Program:

Maintenance Of Way

by **Richard Wagner**

7:30 PM

Thursday, February 17,
2005

40 & 8 Club

933 University Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$10.00 after 1/1/2005 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

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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)

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