



The Semaphore

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

March 2005
Volume 47, No. 7

Program for Mar. 17:

Member's Slide Night – PLUS

Chapter members are invited to participate in this program. Bring your favorite slides, photographs, railroad related artifacts, etc. to this meeting.

A Carousel slide projector will be available. If you need other accommodations, please contact Chris Hauf at 585-381-8583.

Future Programs

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

Oct. 12: *New York's Bridges* by James Stewart

Nov. 17: *Rochester Transportation* by Donovan Shilling

(These Programs are subject to change.)

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, March 20

Library Phone: 872-4641

This is your LAST issue of
The Semaphore if you have
not renewed for 2005!

See Page 2 for details

2004 Chapter Activities Report

by Dale Harnett

Thousands of happy people. Important additions to collections. Hundreds of yards of dirt moved. And lots of rain. The Rochester Chapter had them all in 2004!

Let's start with happy people.

Our six Fall Foliage excursion days on the Ontario Midland Railroad with the Chapter's 1941 Empire State Express passenger set built to sellout crowds. We love the sellouts because the Fall Foliage Trips provide the year's biggest fundraiser.

The operating season at the Chapter's Rochester & Genesee Valley Railroad Museum reached a pinnacle with our Diesel Days event in August, attracting the event's second largest crowd ever!

Chapter-sponsored Amtrak and motor coach trips to the National Parks of the west, Cape May, NJ and New York City were all sold out.

Chapter programs ranged from Erie Canal stories and dioramas by member/author Don Shilling to a theoretical 24-hour day from sunup to sundown with member Duncan Richards sharing 30 years of his railroad photography from around the world.

In between we learned about the "Colorful" Penn Central with Richard Wagner, the Pittsburg, Shawmut and Northern with Bill Reddy and the Rochester & Sodus Bay with Sheldon King. Bill Caloroso shared wonderful photos and stories of growing up next to the Pennsy's Elmira Branch. Dick Seneges presented a very thoroughly researched program on the Oil Creek Railroad in PA. Our own John Stewart took us on a virtual tour of the Erie RR's Rochester Division depots. Author and photographer Mike Zollitsch presented time period and modern photos along the Buffalo, Rochester & Pittsburgh.

The Chapter hosted a tour from the Utica & Mohawk Chapter in July and took a pair of road trips ourselves, visiting the Shawmut Society in southern NY during May and the Bark Peelers' Convention at the Pennsylvania Lumber Museum in July.

Chapter events included our annual banquet, our End of Summer Picnic in September, our Year End Party in early

January, a winter Caboose Sleepover in February and our springtime pancake breakfast.

The Rochester Chapter's Young Railfan program recruited four new teenage members who work on restoration and maintenance projects at the Chapter's museum.

In the collections department, our library committee has been busy sorting and cataloguing important donations from the estates of author Dick Barrett and retired railroader/story teller Dan Cosgrove, both of whom we lost in 2004. Dick and Dan had each spent their entire lives sharing their love of railroading with others. Both will be greatly missed.

On the hardware front, we continue to make progress on restoration of our 8-ton Plymouth critter, our 0-4-0 Heisler fireless locomotive, our Russell ex-WAG snowplow and our BR&P caboose. Many more projects await attention as we build out with the interior infrastructure of our Restoration Building. The electrical crew is nearing the home stretch of building a power station for our partner museum, the New York Museum of Transportation. Will 2005 be the year we see regular trolley service on our joint 2-mile museum track?

We moved dirt in 2004. Lots of dirt! Our construction crew spent weekend after weekend clawing into the western NY clay to carve out room for a yard to the north of our Museum's Restoration Building and filling to create a future equipment storage area south of the building. Once more earth is moved (perhaps another 2,000 yards) and drainage and underground electric are installed, we'll be ready to install switches for live track into the Restoration Building.

We accomplished a lot in 2004, but we got very wet doing it. We often wonder how many more guests we could have served, how much more paint could have been spread and how much more dirt could have been moved if we had enjoyed even a "normal" Rochester summer!

Next up for 2005 is a major capital campaign to support our restoration

(Continued on Page 4)

St. Patrick's Day Parade March 12 —

Help needed to staff Chapter's display at Celtic Fair

The Rochester chapter has been asked 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 organizations. 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.

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

Track Car Training Class Schedule

by Bob Achilles

Classroom:

March 26*	10 AM	[All dates are
April 9	10 AM	Saturdays]
April 23	9 AM.	

Hands-on:

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

* This date was in error in last issue.

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.

Contributors to this issue

Bob Achilles, Harold Crouch, Janet Dittmer, Dale Hartnett, Chris Hauf, Chris Hasuler, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Rand Warner and various publications as indicated.

Young Railfans Dates:

Sat., March 19	10 AM-3 PM
Sat., April 3	10 AM-3 PM
Sat., April 17	10 AM-3 PM

"Interests" program underway

An effort is underway to contact those members, particularly our new ones, who have expressed various interests to fulfill their requests. In the meantime, we invite our new inductees to contact any of the Museum managers listed on Page 3.

New Graphic for Building Fund

The graphic on Page 8 is being replaced with a more up-to-date estimate for putting a concrete floor in the Restoration Building.

The new graphic represents the cost of construction of the inspection pit, new ties, rails and other associated items.

The prior one was an early estimate of constructing the floor *without* the inspection pit.

Also the graphic is being replaced as the 'tint' blocks, although showing up on the proofing copy, did not reproduce when the computer file was transferred to another program for printing.

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

Dee Mowers cuts Florida trip short

On March 2nd Dee Mowers and his wife were returning to Spencerport – a month earlier than planned. His son fell from a roof and broke his hip. As Dee stated: "He will need some TLC and his mom is the one to issue it."

Our winters does have its hazards! We pray that your son's 'mending' is rapid and without complications.

Richard Wagner elected to NFR/NMRA office

Chapter member Richard Wagner was recently elected as President of the Niagara Frontier Region of the National Model Railroad Association. This Region consists of six active Divisions covering the geographical area of Western New York and a large section of Ontario Providence around Niagara Falls.

Richard gave our last month's program on maintenance-of-way equipment.

Membership Report

Janet Dittmer, Chair

Welcome to this new member:

George Schlichter
40 Zinnia St.
Floral Park, NY 11001

George is a member of the Twin Forks, Long Island Chapter.

Please Renew (if you haven't)

A while ago you received a renewal notice for your membership in the Rochester Chapter, NRHS. If you have not renewed, this will be your LAST newsletter.

The Chapter depends on contributions from our membership, both in time and funding, in order to function. Your annual membership dues help us to offset newsletter costs, and to purchase tools and materials to continue with restoration projects.

Please take a moment to send in your 2005 renewal. Don't let this be your last newsletter! — Janet

At the end of March, the 2005 Roster will be compiled and distributed; DON'T be left out of this listing!

Membership Contact:

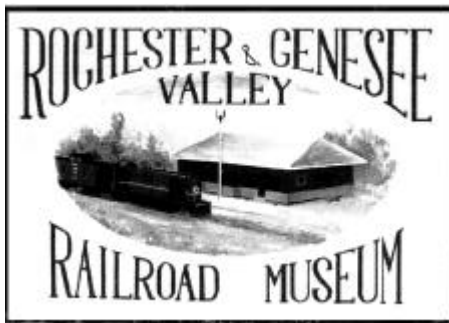
Janet Dittmer, Membership Chair
983 N. Winton Rd.
Rochester, NY 14609-6824
<daveluca@frontiernet.net>

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 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.



MUSEUM MUSINGS

Sometimes it takes time for a good idea to come to fruition.

A number of years back, Steve Huse proposed that the museum join the NYS-DOT's "Adopt a Highway" program in the area near the museum.

For a number of reasons, the timing was not right. But the idea was not forgotten.

With Steve's help, The Rochester & Genesee Valley Railroad Museum will adopt the stretch of Route 251 between the Genesee River and East River Road. Our job is to see that trash and litter are picked up from the roadside at least twice a year. In return, we'll improve the area leading to our museum and get signs acknowledging our museum's sponsorship both east and west of the museum.

"Adopt a Highway" is one step we need to take to clean up our general presentation to the public.

All too often, we tend not to see the out-of-place objects, the left-behind remnants of a stalled project or something that is used for our convenience but that has no place in the museum setting. Unfortunately, our guests don't miss these at all.

That's why you'll be hearing a lot about the museum's "curbside appeal" in the months (and years) ahead.

Simply put, we need to put aside our own convenience and start working more on presentation. It's a responsibility of every volunteer at the museum to ask himself or herself: "Does this really belong here in a museum setting?"

We rely on the public. Without guests, we have no museum income. Without grants, we would be unable to accomplish much of what we want to do.

In both cases, we need to "put on a good face." This means that the grounds need to be neat and well-kept. Artifacts should be left where they belong and unnecessary support items (picnic grills, for example) are

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Managers

Railroad: (Motive, Rolling stock, MOW, ROW)

Chris Hauf: 381-8583; crhauf@frontiernet.net

Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

Dave Luca: 288-0318; daveluca@frontiernet.net

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

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

kept out of sight. This means that surfaces are freshly-painted and that our parking lot can be used for parking cars.

To this end, John Redden is arranging a "passenger car roof painting party", tentatively planned for June. We need to paint all the museum's passenger car roofs, both for appearance and to stabilize or preserve the car. Please join John in this effort when the details are announce.

And we ask that you do your part to pick up after yourself. Ask yourself, "Does this really belong here in a museum setting?"

Motive Power Update

by John Redden

General

Thanks to Dale Hartnett for spearheading the construction of a tent inside of the Restoration Building. This has allowed us to keep a modest-sized area warm enough to do various painting jobs, including several diesel locomotive parts.

Diesel Locomotives

James Johnson and Dick Holbert cleaned out, and tested one of the cab heater motors for the 1941 this month. This will be re-installed shortly. John Redden made up a patch for one of the electrical cabinet doors for 1941, and welded it into the door. Later, he sanded, and started painting both of these doors.

As part of our ongoing program to monitor our locomotive batteries, we checked out six of the battery chargers on our diesels. We located a ground fault in one of the power extension cords, and cleared this fault in order to get the charger back on line.

Last month, we reported on the donation of a BARCO speed recorder. This unit was cleaned up, and a new temporary mounting arrangement was fabricated by John Redden. Dick Holbert and Mike Dow rigged a mechanism to test it, and we can report that the speedometer and speed recorder, as well as the lamp assembly, do indeed function as intended. We're now in search of a flexible cable-type drive unit, in order to mount this

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on one of our locomotives. Thanks again to Harold Crouch for donating this fascinating piece of equipment.

Steam Locomotives

We had an unusually warm day on the first Saturday of February, so we went to work on the Heisler Fireless. Randy Bogucki and Rand Warner succeeded in removing the rear charging valve for the pressure vessel. Norm Shaddick and John Redden loosened up the throttle assembly, in preparation for its removal. Kevin Klees and John Redden searched for a source of thick hardwood, in order to cut blocks, on which we will mount the Heisler coupler assemblies. A source for these was eventually found, and the wood was ordered.

Gasoline Locomotives

Our Plymouth model BL locomotive continues to make progress. The hub for the friction-wheel drive has finally been fitted to the new keys that had been installed onto the shaft earlier. Slightly thicker material was used for the keys, making it necessary to adjust the keyways. Thanks to Rand Warner, Kevin Klees, and John Redden for several hours of filing, we were able to custom fit this part.

Thanks to Norm Shaddick and Kevin Klees for contributing to this article.

Wanted

by Rand Warner

- Track material: 80#/yd. DU and 90#/yd. RA track sections
- Good relay ties and switch timbers
- High and low profile track jacks
- Rail skates and wheel chocks
- Rail end wheel stops
- Gauge rods, any type or style
- Straight shaft grass trimmer
- 80 hp Tractor for mowing at NYMT
- Donation of authentic lineside telephone instrument for a phone callbox display. Contact Dale Hartnett for details <dhartnett@rochnrhs.org>

Activities Report *(Cont'd from Page 1)*

activities, improve our visitor experience and maintain the excursion set. We need to continue with the programs that are going well, develop resources to do more and continue to have fun while sharing the

Restoration Building

by Rand Warner

Our wonderful indoor working space is supporting many winter projects:

Dave Luca is working on Cat D-4 dozer.

Dale Hartnett is painting the Austin-Western and has finished painting a tool box trailer in the portable indoor enclosure.

Bob Mader is working on our second Fairmont track inspection car.

Lynn Heintz is working on Railway Express truck engine swap.

Randy Bogucki is rehabbing the tool box for our Fairmont track crane tender.

Kevin Klees is working on parts and rehab of our Plymouth "critter".

John Redden and Steam Team are working on Heisler and Vulcan parts.

Jim Johnson, Dick Holbert, Bill Chapin are extending wiring.

Dale Hartnett & Co. have removed one section of panel track to the outside.

Art Mummery is working on repairs to Galion road roller.

Would You Believe

by Rand Warner

1. Hemlock NY was an intermodal terminal??

Yes - according to local people, freight was barged north on Hemlock Lake to its head from points south on the lake. There it was reloaded onto railroad cars of the Lehigh Valley for shipment to destinations. This was MANY years ago.

2. Honeoye Falls was served by 26 trains a day??

Yes - per Paul Workoy's book, "A Railroad for Lima", page 26 indicates 20 passenger movements in 1893. There were six on the Lehigh Valley, six more on the New York Central, and eight more on the Honeoye Falls & Lima. Add to this freight trains and you can easily picture Honeoye Falls as a really busy railroad place.

Another Caboose Campout

by Rand Warner

Thanks to Dale Hartnett, ten of us had a great experience over the weekend of 19 February. [The date was changed to one week later than previously announced.]

Friday evening we had a fantastic strip steak supper with all the trimmings and then some.

That evening we were treated to railroad videos and railroad movie in the warmth of the Depot.

Five of us toughed it out for sleeping in the Penn-Central and Erie cabooses with stoves to heat.

And finally four of us gorged ourselves on an elaborate, multi-course hot breakfast.

Nice Job, Dale! Another great R&GVRM experience down the road.

Trolley Power Station

Rand Warner, Coordinator

Ted Strang of NYMT has installed insulation in the ceiling of the room.

Jim Johnson and crew have put ropes in conduits to pull ac wires.

Rand Warner has ordered indoor ac wire from Grabar. Outdoor dc wire is being ordered. Wire should be in hand by the time you read this. BOCES and O'Connell Electric have been contacted regarding pole location. Contacts and info with NiMo at Batavia have been established regarding installation of new service this spring. A purchase order is being put in to O'Connell Electric for the final hookup with NiMo and the exterior electrical equipment for service to both the substation and the NYMT building power.

Special fuses have been procured. Circuit breaker is to be exchanged. We will start pulling wire first warm day. O'Connell Electric will start work soon. Rail bond kits are to be ordered from CAD-WELD.

Pray for warmer weather soon!

Western NY Slide Show 2005

This annual event will take place again in Alden, NY at The Whistle Stop Inn at 1338 Exchange St. Only advance ticket sales will be offered and they had to be ordered by March 5th.

Participants include local Chapter members Randy Bogucki and Duncan Richards.

[*RailPace*, March 2005, Page 47]

Reality Show

by Rand Warner

Now we can have our own "Reality Show" at R&GVRM. Several years ago, Otto Vondrak created a number of authentic prototype paper items for operations for the RIT Model Railroad group.

With permission and encouragement from Otto, Chris Hauf has created our own R&GVRM paper forms for Bad Order Car, Form 19 Train Order, Switch List, and Freight Waybill.

Use of these forms could noticeably enhance our operations, authenticity, and increase the "Fun Factor". We could also demonstrate their use to our visiting public.

Candidate operations could include Summer Picnic, Year End Party, Diesel Days, Summer meetings, and other special occasions.

Thanks Chris and Otto.

R&GVRM Fund Raisers

by Rand Warner

Over the years, we have had a number of interesting fund raiser projects:

1980s:

HO Model Box Car *

Wall of Fame *

*

Both

developed by Mike Byrne

"Buy a Spike" Program - Bob Cowan

1990s

Bottle and Can Returns *

"Buy A Tie" Program *

* Both developed by Dave Luca

Book of the Museums - Dick Barrett

"Partners in Panels" - Bonnie Glickman

2000s

T-shirts Sweat shirts *

Adlake Kero Lantern *

Star Electric Lantern *

Oxford Dress shirt *

Wind breaker jacket *

* Promoted by Chris Hauf

REA Pins - Rand Warner

What have we forgotten?

What else could we do in the future?

Thanks to ...

Ken and Rosemarie Young for numerous shipments of newspaper clippings on current railroad topics.

More on Newark PRR Station

by Harold Crouch

The Mystery Station in the Feb. 2005 *The Semaphore* is, as noted, the former PRR Depot here in Newark, NY. The Depot was used during the 1930s for the gas-electric car that ran between Sodus Point and Stanley every day and back. Also, it was used by the Newark High School Senior Class for their annual trip to Washington, D.C. For this, usually, a PRR Class E-6 (4-4-2) took the Pullman train from Newark to Washington and return. In addition, John Murphy, Freight Agent, had his office here. Today, the Depot is an apartment house.

Just to the south of the Depot was the Freight House presided over by George Cuppins of Canandagua. While in high school, on Saturdays, I went down to help George load and unload box cars that were sent into the freight house track by the local yard crew which used a PRR Class H-6 (2-8-0) and, later, a Class H-9 (heavier) loco.

As part of this, we unloaded box cars of NEW automobiles. Four new autos to a box car furnished with the old Evans Auto Rack System! The new autos were unloaded on a large open platform on the south side of the freight house. After unloading, dealers took the new autos to their show rooms.

Across the driveway of the west side of the freight house was a PRR team track. In the Fall, farmers brought truck loads of cabbages to load outbound refrigerator cars. Inevitably a few were spilled. After the cars had been loaded and the doors sealed, I picked up some of these, took them home, washed them, and sold them to neighbors for \$0.05/head! Big Business!!

Today, the freight house is owned by the Palmer Distributing Co., who enclosed the open platform where we unloaded automobiles. In addition, a freight car sits on a portion of the old freight house track and is used for storage. This car had roller bearing trucks and before spotting the car, OMID tried to swap the trucks with their friction bearing trucks on their snow plow. However, the center plates didn't match.

Just to the north of the Depot still stands the PRR single track bridge over the New York State Barge Canal. The tracks on either side are long gone and the bridged is a silent reminder of days gone by!

Auf Wiedersehen, Harold Crouch

[A small photo of the freight station, as Harold describes it, was in the February issue of *The Semaphore*.]



This view is of the former PRR bridge in Newark that crosses the Barge Canal. [Gale Smith photo; apologies for quality; he was becoming familiar with a new digital camera.]

Shows, etc.

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 19-20: *30th Annual Toronto Model Railway Show*. Brookview Middle School, 4504 Jane Street, Toronto. Adults: \$5; Seniors and children 6-18: \$3. (This is a new location from prior years.)

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.ritmrc.com.

April 3: *Batavia Train Show and Sale*, Batavia Downs, Batavia, 9:30am - 3:30pm

April 23-24: *Finger Lakes Railfair*, Ithaca, NY, 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. Adults: \$5; Children 3-12: \$2; Family: \$10.

NOTE: Normally, the Chapter will have presence at the RIT and Batavia shows, depending on volunteers to oversee our displays.

Library Report

Charles Robinson, Chairman

The library will be open for general use **Sunday afternoon, March 20**, between the hours of 2 and 5PM. Hope to see you there!

The library roof is developing additional water leaks that threatens our collection and indeed the stability of the building. The chronic sky light leak became worse and dumped a pool of water on the floor about two feet from the copier. The east cupola started a new leak where the falling water just missed the enlarger, the new encapsulating machine and the folding machine.

The library chairman forfeited a day of working on his book to take advantage of a singularly warm day to climb up on the roof with roof cement and patch webbing to combat these leaks. The roofing next to the skylight developed a new crack, with a rolled up edge that funnelled the water into the room below. This crack was not present a few weeks earlier. An inspection of the roof shows many areas of cracks now curling up on the edges that invites more water penetration. It appears that for now the repairs stopped these current leaks.

The library chairman has made it his overriding personal goal to finish with his book on the Worcester-Springfield Trolley Line which is well underway. Thus he will no longer be able to personally contribute time to maintaining the building.

The front door has been hanging up on the bulging plywood on the front platforms and the continued use of the door threatened to damage the door frame. With a chisel the library chairman removed enough of the plywood so the door would close more easily.

Gale Smith is continuing to log in Dan Cosgrove's collection of rail video tapes. The chapter's tape collection is proving to be popular. Jerry Gillette and the chairman have started listing, with a short description, the many sleeve files of Charles Best collection of 35 mm color slides. This is a very large collection containing some outstanding scenes.

The heat is still working so come to see us on Sunday afternoon, March 20.

Duncan to present "24 Hours" show

Duncan will be presenting his "24 Hours" slide show for the Niagara Frontier Chapter, NRHS at their Annual Banquet come April 9.

He recently debuted this show for our Chapter.

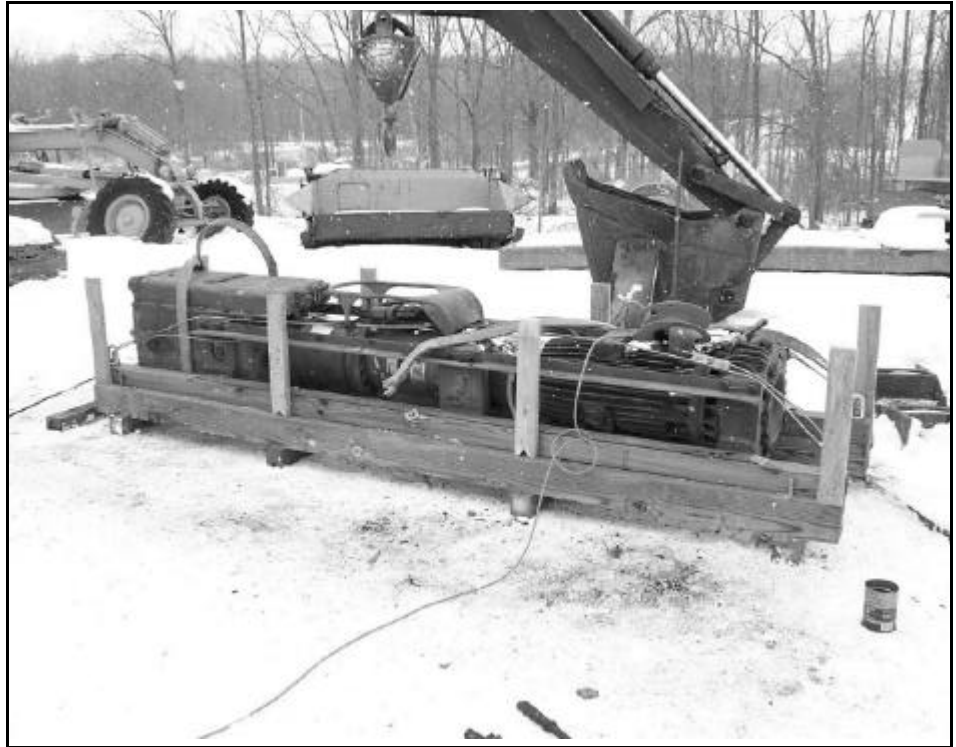
Construction and Equipment

by Joe Scanlon

The construction guys don't let the grass grow under their feet..... or the ice either! We recently managed to sell a surplus diesel pile driving hammer to a contracting company in Winnipeg, Manitoba. As usual, it was a cooperative effort of many members: Joe Scanlon made the sale, Scott Gleason and Dan Waterstraat built a crate to ship the hammer in, and Art Mummery ran the crane to load out the crated hammer, and Dave Luca helped with the crating and rigging.

While we're waiting for the weather to improve, repair parts have been gathered up for the Galion roller and the Bucyrus Erie 20H excavator. Plans and lists are being made and shared among the members. Hopefully, spring isn't that far away, and we're all eager to make the dirt fly as soon as the ground dries up!

Art Mummery eases the pile driving hammer into its shipping crate for shipping to a contractor in Canada. [Chris Hauf photo]



Great Railroad Stations

This is a series of articles being published in *Empire State Express*, newsletter of the Niagara Frontier Chapter.

The current selection (March 2005) is

Lehigh Valley's Rochester Junction, originally called Honoeye Junction. Branch lines ran to Rochester and Honoeye Falls. The article contains three excellent photographs.

Fire destroyed the station in 1973.

Historical Dates

2/24/1869 The Atlantic & Great Western was sold at foreclosure to representatives of the Erie Railroad.

2/26/1973 The Chessie System Inc. was formed, and the Chessie System Railroads was the new corporate identity for the C&O, B&O and WM railroads.

2/27/1865 The Pennsylvania legislature enacted the Railroad Police Act, the first act officially establishing railroad police. The act authorized the governor of the state to appoint railroad police officers, and gave statewide authority to these officers. This act provided the model legislation for other states to follow.

2/28/1827 The Baltimore & Ohio Railroad, the nation's first common carrier railroad, was chartered in Baltimore.

2/28/1903 President Theodore Roosevelt signed into law a measure to provide a Union Station in the District of Columbia.

2/28/1937 BLF&E carrier agreement provided for a fireman on ALL locomotives over 90,000 pounds. The Brotherhood also had power reverse gear and stoker laws effected in 1937.

3/1/1910 Two trains were swept into a canyon by an avalanche, killing 96 people in Wellington, Washington on the Great Northern. The two electric trains had been held up by snow drifts at the west end of Cascade Tunnel since February 25th. They were being used as living quarters for their passengers until the line was cleared, but were overwhelmed by an avalanche just before dawn. Two days previously some of the passengers, concerned about the possibility of such an accident, had asked for one of the trains to be moved into the tunnel, but the superintendent said they were in no danger.

3/1/1968: The Penn Central was formed by the merger of the New York Central System and the Pennsylvania Railroad.

[George Reed's *American Rail Link*, Issue 196]

Stay Tuned

by Rand Warner

For information on possible future acquisition candidates ...

Motive Power

- Diesel Critter
- Electric loco
- Chinese steam

Passenger Equipment

- Open Platform short wood car
- Business car or sleeper
- Doodlebug
- Light weight Brill/Edwards type
- Heavy weight Brill/EMC type

Freight Equipment

- Ballast hopper
- Side dump gondola

M.O.W. Equipment

- Tie inserter
- Ballast Regulator

What do you know of worth while artifacts out there in the bushes?

Bergen Loco boiler explosion

In July 1928, New York Central's light Pacific 3361's boiler exploded at Bergen, NY. A photograph of the result is in "Train Wrecks" by Robert C. Reed. Only the running gear and cylinders were left on the track!

This book is in our library.

Installment No. 6 on the Telegraph

The Morse Code

by Chris Haulser

In this series on the telegraph it is only proper to discuss that thread which ties it all together, the Morse Code. First off, although a purist might disagree, there are two "Morse Codes". One is what is now called "American Morse Code". This was the original "Morse Code" developed by Professor Samuel F. B. Morse and his associate Alfred Vail. However, if you were ever a Boy Scout, a radio amateur or a radio operator in the military, you likely learned what is now known as "International Morse Code". It was developed in the early 1850s out of a code called "Austro Germanic" and for many years it was called the "Continental Code" as it was developed to be the standard code used on the continent of Europe. In addition to a desire among the countries of Europe for standardization, one of the principle reasons for its development was to address a problem with the use of American Morse on undersea cables.

International Morse is made up of dots and dashes. American Morse, in addition, has long dashes and spaces. Although these additional timing elements made American Morse a "faster code" they also made it more difficult to use on early undersea cables. Undersea cable technology was first developed in Europe due to the shorter sea distances available to be spanned. However, International Morse shows its heritage to American Morse in that unlike many of the other dot dash codes available at that time, fifteen of the letters and one of the digits are the same in both codes. The group responsible for this standardization eventually became called the International Telegraphic Union or ITU. The ITU is still with us today but is now called the International Telecommunications Union. They're the same folks who govern the use of the radio spectrum and are also responsible for defining the standards for those funny noises you hear when you use your computer modem to connect to another computer. In honor of Professor Morse, the ITU eventually renamed the Continental Code to International Morse Code.

In fact in the 1850s there were a number of different dot and dash telegraph codes in use in both North American and Europe. Most users soon abandoned their own codes and adopted International Morse. However, the telegraph companies and the telegraphers in North America refused to change and so land line telegraphy in North America re-

mained American Morse up until its commercial use ended in the early 1980s. Some lines remained operational along certain railroads even beyond this date, in one case up until about 1990, although not used for business. However with the continuing removal of pole line, I am not aware of any which survive today.

When the Atlantic Cable between Europe and North America was finally landed successfully in the late 1860's the code used on it was International Morse. In the early 1900s upon the development of radio, it was also agreed that International Morse would be used for all radio communications as well, even those in North America. In 1999, the commercial use of International Morse Code ended as well when the legal requirement for all ships at sea to maintain a telegraphic watch on the emergency radio frequency, a legacy of the Titanic disaster, was dropped. Now the only use of either code is by amateurs and hobbyists.

Even though no longer used commercially, American Morse Code is still practiced and demonstrated lovingly by those who once used it and those who are fascinated by its history. Many are members of the Morse Telegraph Club, which was founded in 1942 to be a non industry specific fraternal organization of telegraphers. It has since morphed into a "living history" organization open to all who are dedicated to preserving the art, science and memories of the world's first widely successful electrical communications medium. It has local chapters all around the US and Canada and publishes an excellent periodic newspaper.

This group has developed a facility called Dial Up Morse so that with simple modem equipment, telegraphers can connect real telegraph instruments to a telephone line. They can then call other telegraphers and "chat" using just their telegraph keys and sounders. There are also several "telegraph hubs" which allow a number of telegraphers with dial up Morse capability to connect to each other at the same time just like on an old telegraph "way wire". There are several hubs in the US which are all privately maintained. The largest was recently moved to the Steam Railroad Institute in Owosso, Michigan when its owner and the developer of Dial Up Morse passed away. It is now maintained there by a CSX communications engineer. One hub in Canada is maintained by AT&T Canada and is on 800 numbers. Through these efforts and others, American Morse Code remains a living code and interest in it is once again growing. Recently, an "Internet Morse" function has been developed and is now being used by telegraphers

to communicate in both International and American Morse Codes.

Finally, lest you still think Morse Code is a dead language, the ITU recently designated a new character for International Morse, the first change to the code in well over 50 years. You see, radio amateurs frequently initiate or receive that most modern form of the telegram, "email", in Morse Code. However there was a problem. There was never a code defined in either American or International Morse for the @ character, so essential in describing email addresses. This has been corrected, the ITU has just designated "...-." as the new code for the @ character. Since it doesn't conflict with any existing character code in American Morse and American Morse has no governing standards body, us "American Morser's" can adopt it too. However, it remained for a member of the fourth estate to distill the essence of this change. Don Munday, the copy chief of the Universal Desk of the Kansas City Star penned the following poem in his column "Munday on Monday".

Where It's At

A century's passage begat
A void in the code used in chat
('twas created, of course, by the dashing
young Morse
Neglecting the need for an "at.")

As changes in language's course
Proved faulty this code at it's source
Not envisioned at first
When invention first burst
And hence these new pang's
Of reMorse.

The sign of the "at" now in hand to those
using radio ham
So by dot and by dash
With their clicky panache
They're buried now hip deep
In Spam!



Editor's Corner

Computers are wonderful—*when they work!* This issue was 'waiting' for several articles that come by e-mail. Problem? For over a month, I have had difficulty accessing Outlook Express, but the work-around was to bring up Internet Explorer, minimize, then bring up Outlook Express. BUT, this option no longer was working earlier this week.

Calls to the contributors to mail their articles by USPS early the next morning, hoping they would arrive the next day. Guess what? **They did; 'snail-mail' to the rescue!** Thanks, Dale, Charles and John!

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Is this your LAST Issue? (See page 2)

Chapter Meeting & Program:
Member's Slide
Night – PLUS
 by Chapter Members
 Thursday, March 17, 2005
 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.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 is the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000.

Help "cement" together a great project! Each block represents \$3,000.

\$3,000				
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