



The Semaphore

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

October 2005
Volume 48, No. 2

Program for Oct. 20:

Railroad Bridges

by James Stewart, PE

The program will be a 'slide show' of some of the more interesting railroad bridges in New York State and elsewhere. This will include some from history and some still in use. A little on the development of the various types, and mention of a few of the men who designed and built these bridges.

James, who is a Chapter member, got his BSCE from Lehigh University in 1961. He came to Rochester and has been here ever since working for several organizations on various civil engineering projects. His hometown is Erie, PA, so I will have a couple of slides of "19th Street". I have been doing a lot of side work on "historic bridges" since 1995, and have been an NRHS member even longer.

Future Programs

Nov. 17: *Rochester Transportation* by Donovan Shilling

Dec. 15: *Williamsport in the Late Steam Era* by Bill Bigler

2006

Jan. 19: *Railroad Stories of Long Ago*, by Michael Rickert

Feb 16: *Mike's Photo Gallery*, by Mike Roque'

March 16: *Member's Slide Night*

Adirondack Trip sold out

Fifty Chapter members will join about 200 Central NYS Chapter members on this October 22nd trip. A good opportunity to exchange ideas between chapters!

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:30 PM

Monday, October 24

Library Phone: 872-4641

Moving Earth

by Chris Hauf

With the goal of connected track to our Restoration Building this Fall, our volunteers have been working hard to finish moving a mountain of dirt from the north end of the building and filling in on the south. You have seen the updates here in *The Semaphore* of the progress over time, but here are some signs that enough dirt will have been moved to start laying the tracks on the north end and after the fill settles, extend the tracks out of the south end of the building.



Before the Big Dig: On April 16, 2005, there was still a mountain of dirt to be moved at the north end of the building as only Restoration Building's roof can be seen over the dirt in this shot looking south.



After the Big Dig: On October 2, 2005, the story has drastically changed. The dirt is gone and now the entire north end of the building can clearly be seen. The bank still needs to be trimmed back a little further to the east to allow for Track #8 to be installed, but will go fast, and with some grading and drainage work, we will be clear for the installation of the switches and tracks necessary to get our Restoration Building connected to our railroad!

On the South end: Just a little over five feet to go for the fill to reach the same level as the Restoration Building! While that sounds like a lot, we have already put more than 10 feet of fill in! (Captions, photos by Chris Hauf)



The Chapter's Capital Fund Drive Campaign has come to a stand still. Year-end tax planning may revive it, we hope!

2005 Bicycle Trip

by Rand Warner

* Penn Yan to Dresden on former NYC RR R.O.W.

* About six miles one way or 12 miles round trip.

* Easy riding, fairly level.

* Interesting mill sites to see.

* Meet at our Depot at 12:00, Sunday, October 23; Backup date in case of rain is Sunday, October 30.

* We will provide trailer for bikes.
CALL: Rand Warner, 425-8586; or John Stewart, RGVR@rochester.rr.com

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

#####

Track Car Operators Schedule

Date	Operator A	Operator B	Operator C
Oct. 16	Phil McCabe	Bob Achilles	Boob Fleck
Oct. 23	Randy Bogucki	Bob Achilles	Bob Moore
Oct. 30	Tom Dunham	Bob Achilles	John Becker

That's All for this Season!

Depot Guides Schedule

Oct 16	Open
Oct. 23	Open
Oct. 30	Harold Russell

Please contact Dave Peet at 586-8964, or davepeet97@frontiernet.net if you can help.

Collection Management Policy adopted and committee established

by Jeremy Tuke

The Board of Trustees recently formally adopted a Collection Management Policy to better manage the Chapter's numerous and varied collections. This will impact railroad and construction equipment, our library and other items. The Committee, chaired by Jeremy Tuke, consists of Chris Hauf, John Stewart, Joe Scanlon and John Redden.

Stay tuned for additional updates.

RIT Show: Oct 16

Don't forget to avail yourself of the ever expanding Rochester Institute of Technology Model Railroad Club Show on Sunday October 16 from 10:00 AM to 3:30 PM at the Student Union. Contact Chris Stilson (www.ritmrc.org) regarding table availability (and not just for the Chapter, either).

The group has asked us to help them run trains (just as the RIT helped us on Diesel Days), or assist with greeting the crowds.

The Chapter will have a presence there with our Store selling books and distributing information. If you care to assist, call Don Wawrzyniak at 288-4133; <donwawr@frontiernet.net>.

Contributors to this issue

Jim East, Chris Hauf, Dave Peet, John Redden, Charles Robinson, Harold Russell, Otto Vandrak, Rand Warner and various publications as indicated.

NYMT needs Gift Shop/Ticket Seller help

Jim Dierks, of NYMT, is looking for volunteers to assist in the Gift Shop.

Please give Jim a call at 473-5508, or e-mail at j.dierks@att.net.

Although Track Car rides and Industry Depot will be closed after October 30, NYMT operates on all Sundays throughout the year. So volunteers for the gift shop are needed.

Full color Rochester Subway calendars for sale Commemorates 50th Anniversary of End Of Service

As a follow-up to our all color 2005 R&GV RM Museum calendar, the Rochester Chapter will be offering a new color calendar for 2006. This calendar will feature twelve color photographs of the Rochester Subway; most of which have never been published before, to commemorate the Fiftieth Anniversary of the closing of the Subway. Just like last year, the calendars will be professionally printed on heavy glossy stock.

The cost will be \$15.00 per calendar plus \$2 per calendar if you want them sent to you. You are also welcome to pick them up at the Chapter's meetings since we hope to have the calendars for the October meeting.

To order our calendar, please send your check made out to: Rochester Chapter, NRHS, to Rochester Chapter, NRHS; Attn: Chapter calendar, P.O. Box 23326, Rochester, NY 14692-3326. If you want them mailed to you, please include the mailing address, or addresses, where you want your calendars sent.

If you have any questions, please contact Chris Hauf (585-381-8583; crhauf@frontiernet.net).

The VHS tape, "End of the Line-Rochester's Subway" has been re-mastered with 45 minutes of added material. See Page 6.

Membership Report

Jessy Stallone, Chair
585-615-4862; jessy@tsny.com

Welcome to this new member:

David Scheiderich

104 Shepard Street
Rochester, NY 14620
301-3019; boblenon@gmail.com

Dave is also a member of the RIT Model Railroad Club and has helped out at the museum however he can. He has done restoration and track work and helped with the Bib Dig. His interests include Rolling stock restoration, Trips; Museum operations and Signals.

Change of addresses:

Tom Rohatsch

33 Andony Lane
Rochester, NY 14624
889-9644

DeForest Mowers

12760 Indian Rocks Rd, Apt 116
Largo, FL 34779
727-596-7649

This is Dee's winter address, lucky him!

National NRHS increases 2006 dues; Chapter dues are unchanged

At the Annual Meeting, the National Office announced a Two dollar increase in dues. This will make the combined National + Chapter rate at \$42.00. (The Chapter's portion remains unchanged!)

The Family rate was also changed, but there is some confusion with its interpretation, which Jessica is trying to

2005 Chapter Rail Tours

The Pre-Christmas Tours:

Space still available.

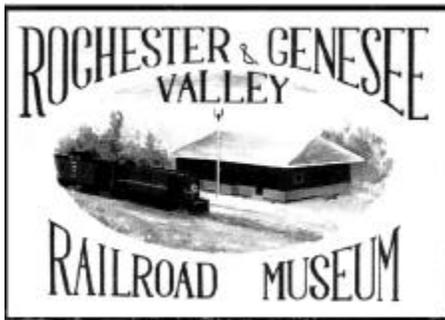
Dec. 1 - Dec. 3 (Thursday-Saturday)

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

If interested in this trip, make reservations with Jim East. His phone is 585-377-5389.

Newspaper publicity works!

The D&C may give you publicity when you have something special to offer. On Saturday, Oct. 1st, Jim Dierks of NYMT was able to get a color photograph and write-up under heading of "Worth Trying". On Sunday, 170 patrons came through on a nice day. This last Sunday, 155 came on a not-so-nice day!



Motive Power Report

by John Redden

Our Motive Power volunteers continue to do restoration and maintenance on our fleet of diesel, steam, and gasoline powered locomotives.

The Steam Team, under the guidance of Ron Amberger, made more progress in the cleanup and re-assembly of the Heisler Fireless locomotive. The Steam Team met and made a plan to start assembling the valve gear and main rods on the fireless. As a result of this, Ron, Randy Bogucki and John Redden went to our parts storage area, and brought back the eccentric rods and cranks, with the main bearings for cleaning and restoration as needed. The tarps were removed from the pressure vessel shell and new tarping applied to the steam dome to keep out rain and snow. The check valve for the steam charging fitting has been removed from the inside of the tank and will be cleaned up and reinstalled. Ron cleaned up various valve gear parts and checked the bearings in these replacement as needed. He also started cleaning up the crosshead guides in preparation to reinstalling the crossheads and main rods. Norm and Ron greased the rod bearings and moved the engine back and forth with the TrackMobile to work the grease into the rod bearings. Ron and Chris Hauf answered questions and supplied photos to author Steve Hauff who is working on a history of Heisler locomotive works. Mr. Hauff has also been a useful reference on facts related to our engine. Two RIT students worked on Motive Power projects for their volunteer service day. Joe Nugent and Jack Catalano worked inside the Heisler pressure vessel, to remove the check valve.

On the **Diesel** side of the house, a regional railroad has kindly offered to donate several used, serviceable batteries to our Museum. Several of our members have offered to participate in a road trip to retrieve these, which should help to get a couple of our larger locomotives back into reliable service.

The RG&E 45-tonner, number 1941 has

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

... And then there were two ...

by Chris Hauf

For the past several years, the Rochester & Genesee Valley Railroad Museum has been managed by three Rochester Chapter members: Dale Hartnett, Chris Hauf, and Dave Luca. Recently, Dale Hartnett decided to step down from this role as a museum manager while remaining an active volunteer at the museum. At this time, we want to thank Dale for all of his many contributions as a museum manager! Moving forward, Chris Hauf and Dave Luca will continue to manage the museum so please contact us if you have any museum business.

gotten more attention this month. The team of Randy Bogucki, Jeremy Tuke, Matthew Tuke, and John Redden removed the five remaining cylinder liners from the troubled #1 prime mover. Art Mummery is tracking down replacement gaskets and other parts for this engine. John Redden and Kevin Klees formed a steel panel to replace a badly-corroded portion of the electrical cabinet in this unit.

Norm Shaddick continues to service the batteries on the U.S. Army 1843. Also, Rand Warner is continuing his cleanup and repainting of the Eastman Kodak #6, 80 Ton GE locomotive.

Norm and Ron also serviced our Trackmobile fleet, by draining water out of the fuel system, yet again.

The 6-ton Plymouth model BL continues on its steady road to complete restoration. The tank ends for the radiator have been cleaned and are in the process of being painted and having the sealing flanges restored. New gaskets have been fabricated to seal the radiator core to the tank ends. New brass end sheets for the radiator core have been procured and drilled for the sealing flange bolt holes. A large locking collar with a ruined internal thread has been bored out, brazed up and is in the process of being threaded in the machine shop.

Thanks to all of our Motive Power Volunteers, and also to Kevin Klees, Ron Amberger, and Norm Shaddick for their

Machine Shop

by Kevin Klees

Once again the machine shop has helped the fleet. This time several unique bearing retainer washers were fabricated to repair the Ford forklift. This should help get this useful piece of equipment back on line. The machine shop will attempt to case harden these parts soon.

Trolley Power Substation and Niagara Mohawk Tie-in

Coordinator: Rand Warner

Much has been accomplished these last few weeks:

Jim Johnson and Dick Holbert & Co. have been working on controls and instrumentation for the substation, including input and output voltage and current metering.

O'Connell Electric Co. has installed all fixtures, conduit, metering, and switchgear for running the NYMT building on single-phase, 480v and running the substation on three-phase 480v. This included a 50 KVA transformer for the NYMT building.

Niagara Mohawk has extended their three-phase line one pole length, and hung three 480v 100 KVA transformers to serve the substation and building.

Randy Bogucki & Co. have removed rail and ties for the construction of the underground trench for conduit to connect the NYMT building and substation to power at the new NiMo pole with transformers. This trench will pass under the south leg of the NYMT loop track.

Scott Gleason and Rand Warner have rounded up supplies for the new AC power trench project, and laid out the trench location.

Tim Ehmann of O'Connell Electric has ordered wire for the AC power trench and will assist with the final wire pull after the conduit is in place.

Scott Gleason, Dan Waterstraat and Rand Warner moved R&GVRM heavy equipment to NYMT to support the AC power trench and the subsequent wire pulls for both the AC and DC power trenches.

Scott and Rand have also been rounding up supplies for the AC and DC power trench wire pulls.

(Continued on Page 4)

Substation *(Continued from Pg. 3)*

Luther Keyes will assist us in digging the AC power trench, as he did last fall for the DC trench.

Trenches dug; Conduits installed!

On a beautiful sunny and warm Sunday of October 2, the trench for the AC power was dug, three conduits were placed, and risers for connections were installed at the new NiMo pole by Scott Gleason, Dan Waterstraat, Charles Harshbarger, Ted Strang of NYMT, Jim Johnson, Dick Holbert, Jeremy Tuke and Rand Warner, with Luther Keyes on the backhoe tractor.

Our plan is to pull wires for the DC trench on Tuesday, October 11, and for the AC trench on Tuesday, October 18.

Then O'Connell Electric and NiMo can do the final hookups and switchover, and we can begin checkout for a new era in trolley operations!

Future Electrification Efforts

by Rand Warner

To enhance our joint R&GVRM-NYMT offering to the visiting public, we anticipate the following efforts in the near future:

Make both P&W trolleys #161 and #168 fully operational to provide redundancy for reliability of service, and flexibility to support various types of prototype operations.

Electrify overhead on one or both tracks leading into the newly constructed NYMT trolley shed and enclosed boarding area.

Extend overhead trolley wire structure and rail bonding to lengthen the ride for visitors and take advantage of wood power poles already in place.

Install a passing and hand off siding just north of Reid's Crossing to enhance operational flexibility for trolley, track car, and train movements.

Wanted — Safety Items

- Locomotive chains for securing parked locomotives.
- Wheel skates for securing parked freight or passenger cars.
- Wheel chucks for securing parked rolling stock.
- Pairs of wooden wheel chocks, with connecting rope, to secure parked heavy equipment.
- Rail-end stops to mount on the end of spur tracks where rail end bumpers are not appropriate.

Metal Shop Capabilities

Foreman: Kevin Klees

Operational in Restoration Building:

Small Atlas lathe, 6"x24"
 Large Reed lathe, 12"x96"
 Horizontal Atlas mill, 4"x16"
 Makita chop saw, 14"
 Central Pedestal grinder, 8"
 Ryobi drill press, 1/2"x10"
 Dayton horizontal band saw, 4-1/2"x6"
 Mechanical arbor press
 Hydraulic tubing bender

Not Yet Operational in Restoration Building:

Large floor mounted drill press, just received
 Hammond pedestal grinder, 10", 1 HP
 Cincinnati mill, 2 HP
 Bridgeport mill, 2 HP
 Bovar & Shultz surface grinder, 3/4 HP
 Possibly a DoAll Bandsaw, 18", 1 HP
 Phase converter(s) to operate above items.

Rail Service in Surrounding Towns

by Rand Warner

If you take a look at the communities surrounding Rochester, many of them enjoyed a very high level of competitive, frequent, and convenient rail services.

Villages following NYS Route 31 to the east enjoyed New York Central, West Shore, and Rochester Syracuse and Eastern service. This included Fairport, Macedon, Palmyra.

Villages following NYS Route 31 to the west enjoyed NYC and Rochester Lockport and Buffalo service.

On the raceway to Buffalo, places like Caledonia, LeRoy and Stafford enjoyed Baltimore & Ohio, Erie, NYC and Lehigh Valley.

Batavia was served by a least four steam roads plus a street car line.

Newark was served by five lines: NYC, West Shore, Pennsylvania, RS&E and Newark & Marion, plus it even had a lumber company railroad!

Geneva was served by several LVRR lines, plus NYC and Rochester & Eastern.

Many communities strived to get on a railroad so they could grow and prosper. Getting on more than one railroad ensured more competitive rates and better service.

When a community loses its rail service, it loses some of its history, roots, and visibility. Some communities go right off the map when they lose their (last) rail service.

Fuel Efficiency

by Rand Warner

President Bush has asked us to use our automobiles less to conserve fuel. Automobiles really are fuel inefficient.

Think about it:

An automobile uses about 100-200 horsepower per ton.

A truck uses more like 10-20 horsepower per ton.

A train uses about 1-2 horsepower per ton.

So the more people and freight we get on trains, the more fuel we can potentially save as a nation.

That's also why the surge in fuel prices is hitting the truckers (and airlines) much harder than the railroads — it is a much bigger part of their expense dollar percentage wise than for the railroads.

Thanks to ...

Wayne Turnblom for donation of large Deitz Kerosene platform lantern, and to Dave Monte Verde for offering donation of a second matching kerosene platform lantern. **Jeremy Tuke** will rehab and restore these lanterns so we can erect them and operate them for special events at our Museum depot. These lanterns fill a long time wish to be able to replicate the appearance of our depot as depicted in photos of when it first opened. Thanks a lot guys! This is real history!

Bill Chapin for taking in our deposit cans and bottles to redemption centers for cash to credit our Steam Fund.

Jeremy Tuke and **Kevin Klees** for donating brass sheet for restoring the Plymouth radiator.

Elaine and John Redden for donating a new piece of steel plate for restoring the 1941 electrical cabinet.

Rand Warner for purchasing and donating an antique fire extinguisher for the Plymouth BL locomotive.

Returnable cans can help Steam Fund

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.

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredden@frontiernet.net.

Library Report

Charles Robinson, Chairman

The next library open hours for *your* use is **Monday evening October 24 between the hours of 7 and 9 PM.** Come out rain or shine. The roof leaks have disappeared!

Speaking of roof leaks, we did find some water entering under the cupolas in the areas that it had previously entered before the reroofing. An investigation by Bill Limburg revealed caulking of the wood joints along the sides of the cupolas was

inadequate and the flashing along the edges of the cupola roofs did not hide the open joints where the siding meets the roof edges. Bill installed wider drip edge flashing that covered the open joints along the roof edge and the library chairman caulked the open joints in the cupola siding. The library chairman returned to prime the caulking as well as the unpainted portions over the front of the library and eventually completed the painting of these areas. After an intense rain, one of the water leaks was stopped for certain and most likely the other was also plugged. Unfortunately, water was left in the catch bucket from the first rain thus making its presence after the second rain not a reliable indicator of the presence or absence of the second leak. The odds are good the second leak has been fixed.

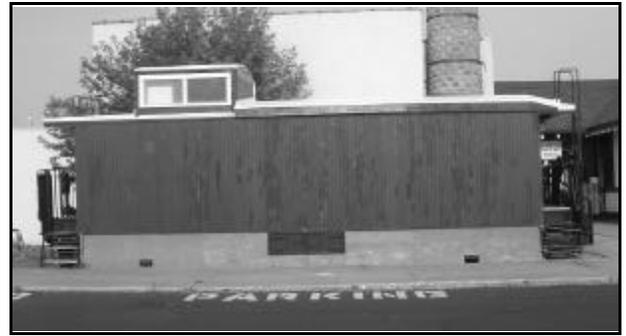
Bill has also been working on building bookcases for the library to hold the very extensive Barrett collection of rail books. In anticipation of the installation of these cases, the copier room has been rearranged by Bob Miner with the assistance of the library chairman. The copier is now located on the west wall of the room and the metal book cases in that area are now where the credenza was in the computer area. Bob Miner removed the lightly used credenza. The new full height bookcases will be L shape and will wrap around the west wall of the copier room. The cases will be suitably identified as being the Richard Barrett collection.

Jerry Gillette has continued working on our photo and periodical collection. Gale Smith has finished cataloging a large box of books donated by John Stewart; duplicates will offered for sale.

We look forward to seeing you at the



Workers from the roofing company had previously applied the rubber membrane material. Here, they returned to do the final trimming.



The final product! A white membrane was selected to reflect the sun during summer to assist the air conditioner. (Gale Smith photos)

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? 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.

2007: 70th Anniversary of the Rochester Chapter, National Railway Historical Society!

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

Shows, etc.

Oct. 16: *RIT Model RR Club Fall Train Show*, RIT Student Union.

Nov. 5 & 6: *Train Show/Sale* at New York State Fairgrounds, Syracuse.

Nov. 13: *Batavia Train Show/Sale*. Batavia Downs Race Track

Picture That

By Rand Warner

Saturday morning, 11 June 2005

Where else but at R&GV RM was a D7 dozer pushing a scraper pan pulled by a D8 dozer -- at a Museum no less, and using their own equipment!

No where else in New York State, or the Northeast, or the USA, or North America, or the Western Hemisphere.

Was it happening anywhere in the whole wide world?

I really seriously doubt it. Hats off to our Construction Department.

Fall Foliage RR Trips

The Chapter's *Fall Foliage Express* will **not** be running this year. The train set is in Newark and not convenient to work on, unlike when it was in Webster. The required work requires a crane to remove a truck. So you might want to fill the void with other trains.

#1 of course would be the Amtrak/Adirondack trip on October 22. **SOLD OUT**

The Medina Railroad Museum in Medina is running a number of Fall Foliage trips. Dates are Oct. 15, 16, 18, 22, and 23. For details contact their website: www.railroadmuseum.net/train_excursion.htm

The Finger Lakes Railroad has run foliage trains in the past. The editor has not seen any publicity on these two possibilities.

Arcade and Attica is a possibility close to home. Whether a steamer will be used is unknown.

A prime candidate, with a steamer, is Western Maryland RR out of Cumberland, MD. There is -concern that this may be the last year that it runs, at least to Frostburg. You can check at www.wmsr.com.

Cooperstown & Charlotte Valley Railroad, of the Leatherstocking Railway

Picture This

by Rand Warner

At some point in the future we could stage an operating event parade of 2 trolleys, 2 diesels, 2 steam locos, 2 critters, 2 TrackMobiles and 2 Track cars. That is a significant assortment!

Even more exciting is the fact that at least two thirds of this parade capability is already operational!!

Something unique worth working toward and looking forward to!!!

**"The End of the Line-
Rochester's Subway" released
in DVD format with added
extras**

This documentary about the birth and death of Rochester's Subway, was produced in 1994 by film makers Frederick Armstrong and James P. Harte. It has been shown on PBS and The History Channel and earned a Bronze Telly Award and was voted Best of the Fest at Rochester Independent Film Festival. (The VHS tape is currently being shown in the Gallery at NYMT.)

Because of the controversial decision to bury its experiment with rapid transit, Armstrong and Harte have decided to re-master the film onto DVD **PLUS add forty-five minutes of extra features including:**

Over 150 archival photographs

Artifacts of the subway

A period motion picture and soundtrack

Original artwork

Video of the subway's last surviving passenger car and one of the last men to operate it

Unique footage of the subway's doomed remains.

Contact: Fred Armstrong, Animatus Studio, (585) 232-1740.

W e b :
<http://www.animatusstudio.com/subway>.

The DVD is available from the Animatus Studio (visit website) or Amazon.com. The



**Museum receives donation
of Inspection Vehicle**

The R&GV RM received the donation of the completely restored "Rail Rod" one-man car from one of the museum's volunteers. This modern lightweight cart, powered by a small gasoline engine, was used for track inspection and signal maintenance. The Rail Rod is currently displayed in our Baggage car display. The museum thanks John Stewart for this great restoration and generous donation. (Chris Hauf photo)

End-of-summer Picnic Views



Our cooks, Dale Hartnett on the corn, and Charlie Marks at the grill, were keep busy supplying food for the many mouths that attended the End-of-summer Picnic in September 10th at the Depot.

Janet Dittmer assisted with preparations – and cutting the watermelon.



... And here is just one group that partook of the output of our cooks, plus other dishes that were brought by others.

Don't know who shucked all that fresh corn, which was the best this editor has ate in a long, long time! (Gale Smith photos)

DID YOU KNOW THAT

by Harold Russell

Few of us realized that the RW&O passed through Charlotte, and had a depot on State Street in Rochester. Most of us know it as the NYC's Hojack Line.

For years its old depot in Charlotte served Rochester. But the RW&O wanted a depot in the center of city.

Coincidentally a little railroad ran down the east side of the Genesee River. The RW&O acquired this line and extended it to a passenger and freight terminal on State Street not far from Main Street. To do this it was necessary to build a high trestle across the Genesee. It took a year to build.

The city did not want the RW&O in the heart of town and served an injunction against its building further. However, under the laws of the time, injunctions were not effective on Sunday. The RW&O took advantage of this and completed its line into the city on a Sunday. The new depot opened in 1887 and is described as a fine, old, stately, brick residence that had to be moved from its original location to serve the tracks.

Today no photographs of this depot exist. Indeed its exact location is subject to speculation. Most speculation is that it was located on State Street, south of the NYC tracks. Hungerford's book says that it was close to the Four Corners. [The editor thinks the depot may have been located where the former location of of the coal RR yard that served RG&E's BeeBee Station. A look at the maps in the History Dept. of the downtown library may give the location.]

But, I bet you knew this anyway.

NYS Rail Travel Discounts

Amtrak is offering a 'New York By Rail 50% Off Companion Fare' discount valid through March 2006. By using discount code V707, New York State travelers can save 50% off a second adult fare when traveling in pairs. Specific advance purchase requirements, blackout dates and other restrictions apply. Contact Amtrak for details.

A 50 page full color, 2005 'New York By Rail' Travel Guide is available by contacting Amtrak at 1-800-872-7245, or on line at www.amtrak.com. [The ESPA Express, Sept-Oct. 2005.]

Quiz

On two occasions, nearly 30 years apart, locomotives were ordered from US builders by Russia/the USSR, but due to political conditions, were not delivered and remained in the US. Can you identify these locomotives? [Tower Topics, Feb. 2005.]

Answer on Page 7.

Southern Tier group now active

Chemung Valley Railway Historical Society is back in operation after a time of dormancy.

The Ashland Historical Society will furnish space for a model train layout and 1 to 1 scale cars, as well as projects in Horseheads.

The Ashland facility is a former trolley barn, which was recently saved from demolition.

THE JOY OF E-6 SLIDE PROCESSING

by Harold Russell

The film for Kodak Ektachrome or Fuji Fujichrome photographic slides or transparencies is developed (processed) by using what is known in the photographic industry as E-6 Processing. Kodachrome is developed by an entirely different process. The C-41 process is used to develop color negative film that is used to make color prints. Each film must be matched with the proper developing process.

If one desires to give a photographic presentation for our chapter, slides using the ubiquitous slide projector are the easiest way to do this. Also, magazines still look with great favor with photos presented as slides. Digital technology is taking over however. To project a digital image, an expensive digital projector is needed. Magazines require digital photos of at least five mega pixels.

I think you might enjoy my experience in getting Ektachrome (now called Elite chrome) Film processed.

Handy Dandy Local Pharmacy —

Me: "Here is a roll of slide film for E-6 Processing."

Teeny Bopper: "Yes, how many prints do you want?"

Me: "No, no this is slide film, you have to sent it out."

Teeny: "No need I can have the film ready you using our 1-hour processing. (C-41)."

I took my film and left.

Local Food Superstore —

Next stop, well-known local food superstore. The clerk is familiar with slides and off the roll goes. Ten days later I pick it up and bring it home. Opening the package I see that ten of the slides have been mangled. The people who processed it did not have the courtesy of reporting it hoping that I would not notice. Returning the damaged film to the well-known local food superstore I get a replacement roll of film. I asked who did the processing. The clerk was hesitant to say but finally admitted that it was a well-known local lab.

Local Photographic Retailer —

The next rolls of Elitechrome were taken to my favorite photo store. I asked for "Kodak" processing.

They: "Oh, sir, we are sorry but we no longer send our film to Kodak. They require too large a minimum order and we loose money on it. I suggest you use Kodak's mailers."

Kodak Mailers —

I bought two mailers and off the film went properly stamped and addressed in the packages provided. I put them in my personal mailbox with the red flag up. The postal carrier refused to take them saying it was not packaged properly. I then took the film packages to the post office where the clerk accepted it. Ten days later one roll of the two was returned to me in perfect condition. But where was the second?

I waited five days and then called the 800 number on the yellow receipt to find out. Of course a computer answered the phone. "Please enter your 7 digit yellow tag number." Interesting, my numbers had six digits. Entering that number got nowhere. I finally got a live person who acknowledged the receipt of the film with the first number but "had no record of the other. I will check with the lab and get back to you within 72 hours." Four days later I got a call. "We cannot find your film. Please give us some more time."

Local Processing Lab #2 —

With that bright note, I bought another roll of film and reshot the assignment. I clected with another super food store and asked who they used for E-6 processing. "We now use Qualex but we do not recommend them." [Ed. !] Forget that.

Back to the friendly photo store —

"We recommend local processing lab XYZ. They are pricey though." I then traveled across the city and gave them the film. Two days later, I picked it up. Their cost was twice what I have been paying and I was lucky, they only scratched *one* slide! Surprise, surprise, surprise.

Guess what happened the next day? The missing slides came in the mail! I called the Kodak Processing Lab again and told them not to look further. I think I woke up the person who answered the phone. No apology. *Digital anyone?*

Answer to Quiz

"In 1918, the Bolshevik Revolution prevented the delivery of 100 so-called "Russian Decapods" (2-10-0 steam locomotives), which were instead retained by the US Railway Administration. The majority of these were regauged and sold by USRA to the Erie RR.

In 1946, an order by USSR for 20 GE electric locomotives was canceled because of Cold War tensions. Christened "Little Joes" (for Josef Stalin), 12 of them were sold to the Milwaukee Road and 3 to the Chicago, South Shore & South Bend. The 5 remaining were sold to the Paulista RR in Brazil."

DID YOU KNOW THAT ...

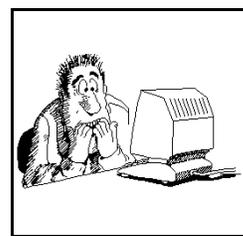
by Harold Russell

The Rome, Watertown and Ontario Railroad once ran the *White Mountain Express*. This was a deluxe train that ran from Chicago to Suspension Bridge via the Wabash and onward to Portland Maine over the RW&O. This train featured Wagner Sleeping Cars and traversed the single-track line at high speed passing through Charlotte mostly at night. Years later, the *White Mountain Express* operated between Buffalo and Syracuse on the NYC main line.

Initially, there were several bad wrecks due to poor rail. To reduce the wrecks and increase safety the railroad had air brakes installed on all equipment, upgraded bridges and track, removed stub switches and installed signaling.

Later, in cooperation with the Wabash and the NYO&W, through trains were operated between Chicago to Suspension Bridge then on the RW&O to Oswego. From Oswego, the NYO&W took the train to Weehawken, NJ. In the 1920's this train was discontinued but not before one last experiment. That was a through sleeping car on the NYC main line to Suspension Bridge; Suspension Bridge on the RW&O to Oswego and then Syracuse. Syracuse to the O&W tracks via the Chenango Valley branch of the West Shore.

But, I bet you knew this anyway.



Editor's Corner

OOPS! Received a phone call today, while working on this issue, that the October date in the "Future Programs" column was incorrect! Taught I had type it as given to me—but "check the facts"! At least I know someone reads that section!

Now the next problem. Three hundred copies of *The Semaphore* are printed each time. For the September issue, 150 were made directly from computer-to-printer connection. BUT for the next 150, both Bob Miner and myself were not able to make this assembly *GO!* So the last set were printed in the "copier" mode from a back up masters. *Result:* the reproduction of the photographs was not up to par.

Rochester Chapter National Railway Historical Society
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Chapter Meeting & Program:
NYS Railroad Bridges
 by **James Stewart**
 7:30 PM
 Thursday, October 20 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. Recent donations in **BOLD**.

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

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