



The Semaphore

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

November 2005
Volume 48, No. 3

Program for Nov. 17:

Rochester Transportation

by Donovan Shilling

Donovan, our Chapter Historian, will enlighten our November meeting attendees with just a small segment of Rochester transportation over the years. You can expect a lively and enthusiastic presentation.

Don has just released his fifth book in the "Images of America" series. He will likely have a few copies available for purchase and gladly autograph purchased copies.

Meeting starts at 7:30

Program follows at about 8:15

Store is open before and at

Five locomotives from three manufacturers in one picture!



The R&GV Railroad Museum's Industry yard is a buzz with engines this rainy October morning as the museum sets up Industry yard for the winter. (Chris Hauf photo)

Future Programs

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*

Chapter Library

11 May Street, Webster (by OMID Tracks)

Winter Hours in Effect

Hours: 2:00 to 5:00 PM

Sunday, November 20

Library Phone: 872-4641



Chris Hauf presented R&GV RR lanterns to John Slater, Dave Allen and Bill Quick, all of the Nickel Plate History and Technical Society Chapter of Buffalo. They presented a fine program on the NKP, stressing steam with slides along with photos and 'paper goods'. (Mike Roque' photo)

Great News on Trolley Substation - see Page 4.

Adirondack Excursion - Page 7.

RW&O in Rochester - Page 6.

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

#####

Track Car Operation

by Harold Russell

The Transitown Committee would like to thank all those who operated our track cars for the 2005 season. Also, we want to thank those who made its operation possible – the depot guides, gift shop personnel, officers of the day, model layout operators and, most importantly the mechanics, who keep them running.

Planning for the 2006 season is already underway.

TC-3 will be disassembled and the starting problem fixed if possible. TC-2 needs to have its carburetion inspected and possibly a ring job.

The schedule for 2006 has been determined. The season will begin on May 21. We will be having Saturday Operations on July 22, 29 and on August 5 and 12. Caboose day will be June 18; Diesel Days, August 19 and 20. Most importantly, we expect to begin running the trolleys on July 15 which has been designated Rochester Subway Weekend. The season will close on October 29.

The exact dates for Track Car Operator training will be determined shortly. You can expect opportunities from the end of March till mid May. The number of training session opportunities will be expanded and not necessarily limited to Saturday. All perspective operators, whether experienced or not, will be required to take the classroom training and perform satisfactory hands-on operation before being granted their 2006 Operator's License. New operators will be given much more extensive hands-on training than in the past. They will be required to assist an experienced operator for one weekend operating session and satisfactorily operate in the presence of an experience operator for one weekend operating session before being given their license.

If you know of any person who would like to be a track car operator have them contact Bob Achilles (421-0876), Jeremy Tuke (359-8944) or Harold Russell (427-9159).

Looking forward to seeing you in the spring!

Contributors to this issue

Jim East, Chris Hauf, Steve Huse, John Redden, Charles Robinson, Mike Roque', Harold Russell, Joe Scanlon, Rand Warner and various publications as indicated.

Xmas Tree Train volunteers desired

The Christmas Tree Trips from Remelt's Tree Farm will be held again this year. The dates are **Dec. 3, 4, 10 and 11**. The times will be from 9:30 AM - 4:00 PM. If you would like to volunteer as a caboose host or engineer, please call Steve Huse at 586-5802.

Help needed to Transfer 3.5" floppies to CDs

by Chris Hauf

The Chapter's Publications Committee is looking for a little help. We have been donated the backup floppy discs of the publications of Railroad Research Publications. There are two file boxes of floppy discs and while labeled by book, we are unsure of which floppies represent the final versions of the books. To insure we preserve everything, we would like to put all of the data of all of the floppies on to CDs for preservation. We are looking for a volunteer willing to read all the floppies on to a computer and then write out CDs to preserve the data. The Chapter's computer at the library is perfectly suited for this task if someone wanted to help, but did not have a computer suited to do the work.

If you think you can help, please contact Chris Hauf, crhauf@frontiernet.net or 381-8583.

Summer Program Ideas Wanted

by Harold Russell

At the Board of Trustees meeting Dave Luca suggested we do something to 'spice up' our June, July and August meetings at the depot. One thing that was suggested was a Chicken Barbecue. If you have any suggestions, please contact Chris Hauf or Harold Russell. We would like to hear from you.

[Editor: Rand Warner stated that in 'days past', a steak dinner was served in the *Pine Falls*. This would entail a lot of prep work including getting the interior of this car

Chapter 2006 Calendars

Chris Hauf stated the 2006 Chapter Calendar should be available at the November meeting.

The 2006 Calendar will feature views, in color, of the Rochester Subway. Next year (2006) is the Fifth Anniversary of the ending of this famous subway: the last to be constructed in a small city and one of the first to end service.

Membership Report

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

No new members or changes of address for this period.

The National Office, NRHS, has yet to send out 2006 Membership Dues packets.

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

Chapter Bicycle Trip

by Rand Warner

On a beautiful perfect fall October 30th day, we had eleven hardy souls out for the second (in a series) Rochester Chapter Bicycle Trip.

We rode the right-of-way of the former NYC RR branch from Penn Yan to the tie-in at Dresden. The R.O.W is now made into a public trail, complete with rest rooms!

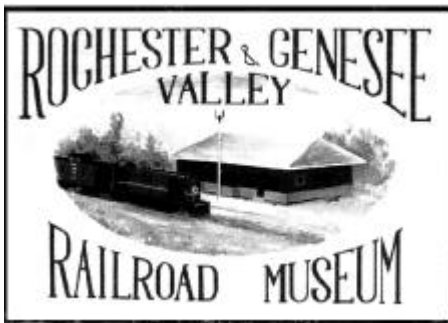
Those participating in the 14-mile round trip included Doug and Brandon Baker, Randy Bogucki, Chris Hausler, Bob Mader, John and Elaine Redden, Jim Schmidt, John Stewart and Karen Frutiger, and Rand Warner.

There are LOTS of things to see along the R.O.W., including old building ruins, more recent standing buildings, several waterfalls, turntable pit, whistle posts, mile markers, a double wheel water turbine, and not one, but two, double-cylinder Corliss steam engines, one of which has a seventeen foot flywheel!

Thanks to all who came for the ride. Background information from John Stewart, Doug Baker, Jim Schmidt and John Redden, and tour guiding from John Stewart.

Now where do we go next time??

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



Motive Power Report

by John Redden

It was another productive month for our Motive Power Volunteers.

A local regional railroad recently offered to donate a quantity of used, serviceable batteries to our Museum. A road trip was organized this month, and after a round trip of several hundred miles, we delivered seven large (and heavy!) batteries. We hope that these will replace some of the failed batteries in the 211 and 1843. Thanks to Randy Bogucki, Norm Shaddick, Duncan Richards, and John Redden for donating an entire Saturday in order to make this acquisition happen. Subsequent to the arrival of these batteries, the team of Jeremy Tuke, Chris Hauf, and John Redden moved two of these batteries, after considerable effort, into the baggage room, in order to charge and load-test them.

We recently inquired about the feasibility of building a voltmeter tool, for the purposes of testing our diesel locomotive battery sets, while they are under load. The heaviest load that they normally see, is when the diesel is started, and that is the time when we typically see service failures of these large batteries. The concept was to observe the respective voltages of four batteries simultaneously, to see which ones were not "pulling their fair share". In a remarkably short time (less than three weeks!), Dan Waterstraat took our concept, located the appropriate parts, and constructed a beautiful four-battery test device, with the voltmeters and long wire leads with alligator clips, mounted in a rugged case. On the Saturday after Dan delivered it, Norm Shaddick and John Redden used it to test the batteries on the 1843, the 211, the 1654, and the 79. We were able to gather valuable data, in order to target which batteries should be the first to be replaced. Many thanks to Dan for designing, building, and donating this very useful tool.

On Saturday the 29th of October, we temporarily drained the coolant from the number one prime mover on the 1654. This

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

engine is supposed to supply the hot water for heating the cab of this unit, but this system has not worked at all recently, making for a very uncomfortable cab in the wintertime. The team of Bob Mader, Rick Israelson, Dick Bean, Norm Shaddick, and John Redden drained about 15 gallons out of this engine, to allow us to further disassemble the cooling system, in order to diagnose the problem with the heater. We hope to have this straightened out prior to the onset of really cold weather, and our normally scheduled December and January locomotive operations.

More Steam Locomotive Progress:

Joe Nugent (RIT student) and Ron Amberger removed all the parts for the Heisler's turbo-generator and took them to a lab at RIT. Joe is making CAD drawings of all the parts as a class project and will give us a copy of the drawings. Ron and Joe also located the ISC manual that has an explanation of the generator and its parts and how to maintain them. During the winter term we plan to reassemble the parts after cleaning and painting them and bring the unit back to the Museum. Norm Shaddick and Ron reinstalled the check valve on the charging line on the fireless after cleaning it up and freeing the piston rings in it. The seat and valve plug were in good condition. Also did some more work on valve gear. Ron knurled one bearing bushing to help it to stay in place on the eccentric rod. Thanks to Ron Amberger for coordinating this work.

As a reminder, the Steam Team meets the first Saturday of the month at the Depot—year round! We usually spend the morning, and sometimes the entire day, working on steam locomotive projects.

Progress continues on the 6-ton Plymouth Model BL locomotive:

The second rear axle roller bearing has been cleaned, reassembled, and lubricated. These bearings have separable rollers that can be removed from the bearing box for cleaning. This locomotive shows one of the earliest applications of Hyatt roller bearings to railroad equipment. Roller bearings were not routinely applied to steam locomotives and passenger cars until the late 1930's, more than a decade after the Plymouth was



Kevin Klees has been working extensively on the restoration of our Plymouth BL gas-mechanical locomotive. Here Kevin works inside the BL installing a new axle bearing. (Chris Hauf photo)

built.

With lots of help, the rear axle was lowered out of the locomotive frame. It was sticking in the pedestals and required some persuading. New pedestal liners will be fabricated to keep the axle bearing boxes properly positioned. Also with the axle out of the frame it is possible to slide the bearing boxes inward to access the inside of the wheels. This will allow us to measure, fabricate, and install new axle thrust bearings.

As the colder weather approaches, we usually go into a mode where fluids are either drained from the locomotives, or in several cases, anti-freeze is checked to make certain that everything is well-protected from freezing. In addition, we set up chargers to keep the specific gravity of the electrolyte in our batteries high enough to avoid freeze damage. This month, Norm Shaddick checked the anti-freeze in all of the rail-mounted locomotives and maintenance equipment, and produced a report with his findings. Thanks, Norm.

Thanks to all of our Motive Power Volunteers, and also to Kevin Klees, Ron

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.

Trolley Substation

Rand Warner, Facilitator

By the time you read this, our new trolley power substation should be **LIVE!** A lot of hard work by a lot of talented people is rapidly coming together:

On Tuesday, October 11th, Scott Gleason led our DC wire pull – with two pairs of 350 MCM copper conductors from the substation out to the track. He was assisted by Dan Waterstraat, Jim Johnson, Dick Holbert, Dick Luchterhand, Rand Warner, and Randy Bogucki.

On Tuesday, October 18th, Scott Gleason and Tim Ehmman of O'Connell Electric, led our AC wire pulls with three conductors of 600 MCM copper and a #4-0 neutral, and then three conductors of #2-0 copper; from the substation out to the new Niagara Mohawk pole. These lines were for the three-phase 480v for the substation, and the single-phase 480v for the NYMT building; each on a separate meter. Scott and Tim were assisted by Dan Waterstraat, Jim Johnson, Dick Holbert, Barry with the winch truck, Randy Bogucki, Rand Warner, and Ted Strang.

The Underwriters inspector will look at our work and hopefully approve it as it stands.

The O'Connell and Niagara Mohawk will do the switchover to the new service. This should happen the first or second week of November.

Meanwhile, Jim Johnson is continuing with internal instrumentation wiring in the substation room Dick Holbert has completed DC metering work and is now working on AC metering.

Jim, Dick, Charlie Harshbarger and Bill Chapin have completed all AC and DC heavy hookups in the substation.

Neil Bellenger is working on substation operational procedure write-up.

Rand Warner is pursuing multiple sources for DC fusing for the 600v output. These ribbon fuses are also used on some of our trolley cars.

Charlie Harshbarger, Jim Johnson, Dick Holbert and Rand Warner relocated all the residual substation and trench project electrical materials from NYMT down to the electrical items storage trailer at R&GVRM.

Once we have live NiMo power established, we can do a thorough, step-by-step checkout of all subsystems and

components, and then start overall system checkout with trolleys.

Certainly before year end, we should have a trolley moving under live DC wire, powered by NiMo 3-phase power coming in to our 300 KW substation.

Library Report

Charles Robinson, Chairman

Winter is coming! *The nights will be long and cold!*

The library, for its monthly time for general use, will now shift to Sunday afternoons until Spring arrives again. Thus the next hours for general use will be **Sunday afternoon November 20 between the hours of 2 and 5 PM.**

Barrett's Collection on display!

Now is a great time to come out to go over the Richard Barrett collection that has been recently placed on bookshelves for use by the members. We still need to stamp each book before it can be circulated; this task should be well under way by the 20th.

A very special note of appreciation to Bill Limburg who for the last few weeks has put in an intense effort to finish three large book cases to hold the Barrett collection. These cases are in the copier room. Bill has stained and varnished them and they look first class! They swallowed up the larger Barrett collection with shelves to spare.

We will be taking the Chapter's photo albums out of the drawer and placing them on a part of the now vacant shelves so they can be easily be examined. Thanks so much Bill for the help with this library project.

Bob Miner has added new insulation in the crawl space below the restroom and built a new access door to that area. This should prevent the sink drainpipe from freezing during the winter.

Although there were rumors of a small unnoticeable amount of moisture in a catch bucket in the periodical room, it appears that caulking has stopped the leaks in that room. Thus the leak problems of the library have ended thanks to the efforts of the members who donated so much time and effort to replace the roof and to close the leaks around the cupola sides.

The rearranging of the copier room and the placing of the bookcases has taken most

of the staff's time this past month. Both Gale and Jerry have made progress in cataloging the newly arriving books and tapes, and in listing and placing in albums the collection of rail photos.

One note: the before mentioned surplus books at the library have been transferred to the Stores Dept. for sale at upcoming meetings and railroad shows. We expect more will be available in the future.

The library is now entering a new phase of usefulness. Look forward to your visit on the third Sunday afternoon in November.



Here is a view of the three bookcases that Bill Limburg built for the library. The books you see here are the Richard Barrett's Collection, which will be kept separately from the general collection. (*Gale Smith*)

Caught this Bald Eagle taking a "bath"!



Where? The Seneca Park Zoo! I was amazed at the changes that have taken place since last year. Worth a visit! Tiger mother attending her three "kittens"; new elephant enclosure going up; new animal hospital with interactive display, and more.

Steam Records

by Rand Warner

Passenger Trains:

The world's record non-top millage for a steam locomotive was set on June 1, 1876 between Jersey City and Pittsburg by a Pennsy 4-4-0. It was 438.5 miles! This record still stands!! (From January 1983 *TRAINS* magazine)

Starting in 1897, the Philadelphia & Reading was making the 55-1/2 miles for Camden to Atlantic City in 55 minutes or less, many times getting ahead of the schedule by 5-10 minutes. That record still stands.

The all-time fastest service from Philadelphia to Buffalo was started in 1898 by the Reading and the Lehigh Valley with nine hours and six minutes. How would you even do it at all nowadays?

(Above data from "Years for Minutes" article in January 1950 *RAILROAD* Magazine)

[Editor: And it was done on 'stick' rail, no CTC(?), GPS, computers, radio communications and other 2005 technology!]

Thanks to ...

John Redden for putting two new tires on his single-axle trailer, loaned to the Chapter, and used constantly.

Sandy & Paul Saracen/Ontario Midland RR for donation of 3-phase air compressor for use on our excursion train set.

Bill Limburg for the donation of 21 board feet of red oak, 4 quarts of varnish stain, a quart of polyurathane varnish, and 2 pints of carpenter's wood glue to library bookcase project and for making the new library bookcases.

Wanted...

- Cantilever-type passenger car jacks for our excursion train set
- Rail-end wheel stops for terminating indoor stub tracks in our buildings
- Rail skates to safely chock our rail cars on hills
- Wheel chocks in pairs, to safely chock our parked construction equipment.

THE LANE CONSTRUCTION CORPORATION

by Joe Scanlon

I first saw mention of the Lane Construction Corporation in a book I read in the mid-1950's titled "Construction Ahead" by Henry Billings. Mr. Billings told the tale of the rebuilding of New York State highway 199 from the Taconic State Parkway at LaFayetteville to Red Hook. The contract was performed by the Lane Construction Corporation of Meriden, Connecticut. To a young boy fascinated with construction equipment, this was a book I could not put down.

The Lane Construction Corporation was founded in 1890 by Mr. John S. Lane. Mr. Lane had worked for the New York, New Haven and Hartford Railroad for 23 years previously. Lane Construction was a pioneer in the use of Macadamized pavement.

I met the men of the Lane Construction Corporation and watched their work daily when they constructed Interstate 490 in the old Rochester Subway bed from the Inner Loop East to Colby Street starting in 1959. I even managed to sneak a ride in one of their 35-ton Euclid end dumps once!

On occasion I would pass Lane's huge shop facility along the New York State Thruway at Fultonville, NY and try to get a glimpse at some of the monster heavy equipment parked there.

The years went by. Today the Lane Construction Corporation and its subsidiaries operate in 20 states and bill 800 million dollars worth of work a year.

This year I heard that Lane was closing their Fultonville shop facility. The glory days of the massive interstate highway construction program have been over for a long time now. There just isn't the need for a major facility like this in New York State any

more. When Mr. Marty Kierpiec, the Fultonville shops manager, learned of our Historical Construction Equipment Museum, he kindly offered to donate their collection of equipment parts manuals to us. With the assistance of Rand Warner and his brother Terry we hauled 3 vehicles loaded with manuals going back to the 1950's from the Fultonville shops. We now have one of the largest collections of historical construction equipment parts manuals in the East!

Mr. Marty Kierpiec also knew that we are a major railroad museum. Before we left, he gave us a truckload of railroad track jacks!

So many times over the years, people have told me of accumulations of similar items that ultimately went into a dumpster, never to be seen again. Not this time! For once we managed to be in the right place at the right time!

Our sincere thanks to Mr. Marty Kierpiec and the Lane Construction Corporation for accommodating our desire to preserve a portion of history!



Joe Scanlon provided this sketch of a tractor and pan combo moving earth—just like the Museum's equipment has/is doing!

Quiz

What is the difference between a station and a depot?

Answer on Page 7.

Model Railroading

by Rand Warner

Did you know that this interesting segment of rail interest involves an estimated 500,000 modelers in the USA, who spend about \$500 million each year? (From the March 2003 issue of the Bridge Line Historical Society *BULLETIN*)

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.

[At press time, a union or two are striking Radio City Music Hall. By trip time, agreements should be in place. Jim East will have the latest information.]

DID YOU KNOW THAT ...

by Harold Russell

The Rome Watertown and Ogdensburg Railroad's depot was indeed located on State Street in Rochester, New York. – but not where I thought. Thanks to Jim Stewart, Irene Szabo, Jim Dierks and Charles Wool- ever I realize that it was located on the east side of State Street almost midway between Jay and Brown Streets. It also had a modest sized yard paralleling that of the RG&E's Beebe Plant. Jim tells me that the Rochester Public Library's map collection is a great source of this and similar map information. He suggests the following web sites:

1. <http://www.libraryweb.org/rochimag/>
2. <http://www.lib.ny.us:2080/cgi-bin/cw.cgi?getBasicTerms+27094>
3. <http://www.lib.ny.us:2001/bin/show.pl?client=rpl&image=rpm00095.id>
4. <http://www.Rochester.lib.ny.us:2080/cgi-bin/cw.cgi?fullRecord+27904+716+8602+608+1>

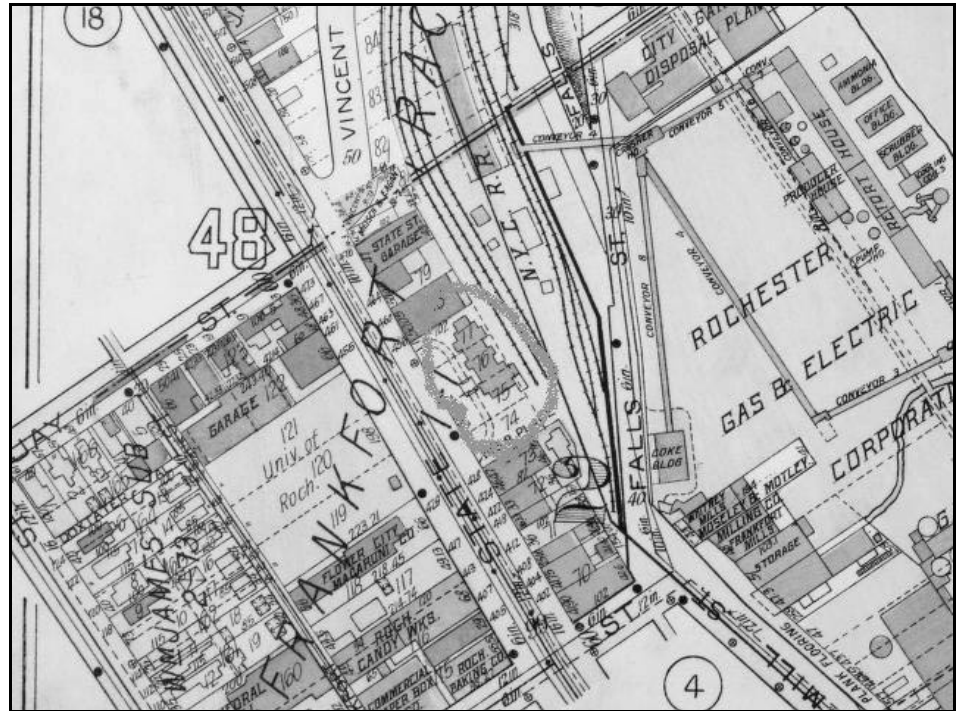
These old maps also show many interesting things including track configurations and other depots along the line. For instance, the RW&O also had a passenger depot on its main line that was located on the west side of the river at the intersection of a curving interchange with the NYC's Charlotte branch. It was called 'Ontario Beach'. Across the river there was a depot at Windsor Beach where the branch from Rochester connected. Along the Rochester branch reference can be found to Windsor Beach, 'Rifle Range', and Brinker Place. However, no photos of these depots have surfaced. Windsor Beach Depot was located at the intersection of Sheffield Road and the RW&O main line, if Sheffield Road had been extended across Lake Shore Blvd. A large wye was also located here. The wye extended north to Rock Beach Road. Rifle Range Depot was located on a 1924 map at the approximate intersection of Seneca Park and the present south-to-east bend of Chapel Hill Drive in Irondequoit. Brinker Place Depot was located on what now appears on city maps as the northern most extension of Martin Street – across Hart Street.

"Rochester's Dutchtown"

A partial view of State St. Station.

On Page 24 of the "Images of America" series: *Rochester's Dutchtown*, you can see the station behind a 4-4-0 locomotive in 1905. The photo is from Rochester Library Local History Division.

[More >>]



The RW&O station was located on State Street in downtown Rochester. . The 'gray' circle in the center of the above map shows its location.



Windsor Beach station: The RW&O crosses the map on a diagonal. The "Y" is on the right, with the station in the lower left corner of the "Y". St. Paul Blvd. is on the left and passes under the railroad; these bridges still exist along with the swing bridge over the Genesee River.

Rifle Range station: Look for the small circle at the bend in the river. The Rifle Range is long

NYC's "Falls Road" twin dome top roundhouses.

This same book has several photos of the dual roundhouses (1870's), which had enclosed dome roofs, of the Falls Road. They were located west of Kodak Tower. Pg. 34, 37.

And speaking of the Kodak Tower, there are several images of this building without the top stories. Kodak Office Tower without its "current tower". page 21 (ca. 1921).

On page 58 is a view of BR&P's depot near the intersection of West and Lincoln Aves. Very similar to the current structure on Brooks Ave. which has a tower added.

[More >>]



BR&P/B&O freight house is on page 78.

Wolverine RR wreck at Oak St. curve, page 97.

Adirondack's Excursion Train was a sell out

George Read summarized our excursion trip as follows:

"The American Rail Link cosponsored all-rail trip with the Central NY Chapter, NRHS, had nearly 375 passengers riding last Saturday (10/22/2005) between Buffalo, Rochester, Syracuse and Utica, continuing on to Thendara, NY. The Amtrak portion of the trip filled trains #280 and 283 into Utica, with additional passengers boarding there. The highlight of the trip was a stop at the newly re-build Remsen, NY station where a double run-by was made with three locomotives on one end and two on the other. While the day, for the most part was rainy, it held off at all the excursion stops. (Thank you Mother Nature) The American Rail Link thanks all who participated to make this a great day, with special thanks to Al Kallfelz of the Central NY Chapter, NRHS, Jim East of the Rochester, NY Chapter, NRHS, Tom Stackhouse of the Western NY

Railway Historical Society, J.D. McFarland of the Adirondack Scenic Railroad, Bill Hollister of Amtrak, Al Heywood of the Remsen Station and everyone else involved. It was the first time that three railway historical societies got together for an excursion and plans are to be made to do more next year." [*American Rail Link*, Issue 228]

[Editor: Luck was with us as it rained all the way back to Rochester. There was about a 15-20 minute wait in Syracuse for the 200+ Syracuse group to deboard, and for the medical personnel to remove an ill passenger. Then on the way to Rochester, the train stopped, and main lights went out. An announcement was made that "it was just a computer problem and we shortly be on our way". Knowing my luck with computers, I was anticipating a loong delay — but it was only about five minutes and we came into Rochester just a few minutes late.]

Historical RR Dates

10-29-2001: The new concourse skyway bridge was erected over the main line of the CSX Railroad at Utica, New York's Union Station.

10-30-1882: The first regularly scheduled train on the Genesee Valley Railroad arrived in Rochester, New York from Honesdale, Pennsylvania.

10-30-1901: A New York Central freight train broke apart east of Grimesville then smashed back together and blocked the track and several switches. The West Shore *Continental Limited* passenger train, headed to the Exposition at Buffalo, crashed into the wreckage. Limited engineer George Garrison of Rochester suffered a fractured wrists. Most passengers continued on to Buffalo.

11-03-1895: The New York, Lake Erie & Western Railroad was purchased by the Erie Railroad Company.

11-04-1841: The Auburn & Rochester Railroad reached Auburn, New York.

11-04-1890: Rochester, New York's Lake Avenue electric trolley line began operations.

NKP 765 ready to roll

In 1944, Lima Locomotive built NKP's Berkshire No. 765. It was retired in 1958 and was in a Ft. Wayne, IN park until 1974. The Fort Wayne Railroad Historical Society leased it from the city and began restoring it. Later the Society purchased it and ran it in excursion service from 1979 to 1993, when it was determined it needed a major overhaul. Volunteers donated over 12,000 hours to complete the current overhaul at a cost of about \$700,000; 80% from federal grants, remaining from donations. The Society hopes to have it in excursion service in 2006. [*The Fort Wayne News-Sentinel*, 10/28] [All courtesy of *American Rail Link*, Issues 228, 229]

Amtrak Ridership Is Up – Again!

Amtrak ridership increased for their 2005 fiscal year; the third straight year of passenger gains for intercity passenger railroad, despite service disruptions that included major hurricanes in the south and five months without full Acela Express service in the northeast.

The enhanced service aboard the *Empire Builder* saw a 14% increase and improved finances. The New York-Chicago *Lake Shore Limited* had a 11.8% increase.

Several other routes saw a double digit increases in ridership. Our October 22nd trip should have put a 'tick' in ridership numbers, but probably did not help on the finances.



This is the Rochester group waiting for the arrival of Amtrak #280, which was following closely this passing freight train. (*Gale Smith photo*)



Editor's Corner

I came across a list nearby Santa Claus Train activities, but can not find the list now! Maybe it will show up for the December issue.

There should be the Annual Year-End Party at the Depot — *IF* there is a volunteer to head it up.

When will I learn not to try using new software at the last moment? In this case, it is Kodak's EasyShare for the CD's you get with film processing. Great if you want to e-mail the photos, but not intuitive if you want to extract a photo for a newsletter. Oh, for a printed manual!

Answer to Quiz:

DID YOU KNOW THAT ...

by Harold Russell

Depots and Stations:

Technically a **station** is the location. It can be as simple as a clearing in the brush along the trackside. The station as it is named pertains to the location only. The **depot** is the building located at the named station.

But, I bet you knew this anyway.

Shows, etc.

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

Finger Lakes Railway Sanata Train: Shortsville to Clifton Springs. Five trips/day, but dates not stated. Call 585-289-8002. Sponsored by LV RR Historical Society.

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

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
Rochester
Transportation
 by Donovan Shilling
 7:30 PM
 Thursday, November 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.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke
Vice President: Dale Hartnett
Treasurer: Dave Luca
Recording Secretary: Dave Peet
Correspondence Sec.: Chris Hauf
National Director: Bob Miner

Trustees: Robert Achilles, Randy Bogucki, John Kernan, Bob Mader, Harold Russell, John Stewart, and Don Wawrzyniak.

The Semaphore Staff:

Editor: Gale Smith
Printing & Mailing: Bob Miner, Gale Smith, Jerry Gillette

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

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.

\$3,000	\$3,000			
\$3,000	\$3,000			
\$3,000				
\$3,000				
\$3,000				