



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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Program for Feb. 21:

Introduction to "Farm to Market"

by Stewart & Hauf

This month's program is intended to tie in to the new "Farm to Market" display theme being developed for the R&GV RM.

They will highlight various pieces of our collection, and locally manufactured railroad equipment from Pfaudler and MDT.

Program Committee

John Stewart 387-9185

Bill Limburg 586-9470

Dan Cosgrove 352-6931

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

Library Hours

2 to 5 PM

Sunday, Feb. 24

Library Phone: 872-4641

Nominations & Committee

We are looking for a trustee and officer candidates for the Chapter's upcoming elections. Also for several members to serve on the Nominating Committee. Charles Harshbarger and Bob Fitch will serve; we need two more. If you desire to serve in either capacity, call Janet Dittmer at 288-

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(Chris Hauf photo)

The Heisler fireless begins its slide from Siding #6 to Siding #7 via our improvised 'transfer table'. More photographs on Pages 5 and 7.

"Big Slide" a Success

by John Redden

On January 19, a major milestone was reached by the Steam Team. We raised, and slid the Heisler Fireless locomotive from Track 6 over to Track 7, in order to put it into the Restoration building for further work.

Preparations had been underway for several weeks. Extra stone was purchased and delivered. Two twelve-inch I-Beams were moved up to the site by Dan Waterstraat. (These beams were originally located and delivered to the Museum by Steve Huse.) Dan also delivered several tons of stone to the site, using the Trojan front-loader. Kevin Klees trimmed excess steel from the beams in order to give a smooth surface on which to slide the engine.

Other site preparation was done by Ron Amberger, Tim Tuetken, and John Redden. They spread and tamped the stone over which the engine was to be moved. James Deane inspected the site and made several suggestions to help stabilize the beams, which we subsequently implemented. Rick Israelson helped out by shoveling and tamping extra stone under the beams to help support them. James Johnson helped tremen-

dously by arranging the loan of two six-ton come-alongs, which were used to pull the engine sideways.

The 19th of January was chosen for the Big Slide. We had an unusually high turn-out that day, and a large number of people assisted with jacking, rigging, and operating ~~the engine~~.

The following folks helped out: Ron Amberger, Dick Bean, Randy Bogucki, Mr. Callahan, Jeff Carpenter, Christopher Hauf, Charlie Harshbarger, Dale Hartnett, Dick Holbert, Rick Israelson, James Johnson, Kevin Klees, Dick Luchterhand, Bob Mader, Tom Phillips, John Redden, Cliff Rogers, Sam Rogers, Joe Scanlon, Norm Shaddick, John Stewart, Tim Tuetken, Jeremy Tuke & sons, Dan Waterstraat, Rand Warner, and the Young Railfans.

By early afternoon, the engine had been raised, slid over, and then pushed into the Restoration Building. All the tools were put away and the building was closed up by 3:00.

Our sincere thanks to everyone who participated in this safe and successful operation.

Take Note:**Track Car Operator Training**

by Jeremy Tuke

Track Car Operator Training will commence this year with the following schedule:

Sat. March 23, 9:30-11 AM: Classroom

Sat. April 6: 9:30-11 AM: Classroom

Sat. April 20: 9 AM: Classroom 10:30 'till whenever; Hands-on operating (weather permitting)

Sat. April 27: 9 AM - Noon: Operating training

Sat. May 4: 9 AM - whenever: Operating and "catch-up"

Sunday May 19: OPENING DAY
Operators will be required to attend a minimum of one classroom and one hands-on training session, more are encouraged. More details will follow.

Call or e-mail Jeremy Tuke for details or questions!

Our heartfelt condolences to our Treasurer Dave Luca, on the recent passing of his mother in Ohio.

We May Need Your Donations, BUT....

Any museum relies on the generosity of kind folks who provide hard to find artifacts and materials that help support the museum.

On the other hand, there's an old adage in museum circles: "You can't save everything."

Nearly every museum faces a challenge being offered items that it can't properly store, use or care for.

We are particularly short on storage space at the R&GV RR. We are working to achieve a neat, orderly appearance in and around visitor areas and an uncluttered Restoration Building.

With these factors in mind, we ask that if you have an item that you think might be useful to the museum, please contact one of the three museum co-directors to determine if the museum currently needs what you have.

Contacts to see if items are needed by museum:

Dave Luca, 585-288-0318

John Redden, 585-388-9124

Dale Hartnett, 585-243-0139 [DH]

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

Address Change:

Jeff Kitze #183656
Brunswick Correctional Center
1147 Planters Road
Lawrenceville, VA 23868

Any corrections/address change?

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to P.O. Box 23326, Rochester, NY, 14692-3326. Please no phone messages. Changes and omissions will appear in the March issue.

Membership Rates:

(as of Feb. 1, 2002)

Regular membership: \$40

Family membership: \$52

Subscriptions:\$8

NOTE Area Code Change

Effective immediately, the area code for the Rochester area, which was 716, is now 585.

Subscription Price Increased

For those who subscribe to *The Semaphore*, the yearly rate has been increased to \$8.00. Increased postage and printing costs makes this necessary. Depending on how one accounts for costs, this increase may still not cover the cost of the

Trip Committee to Meet March 4

The Fall Foliage Trip Committee will meet again on Monday, March 4 at 7 PM at the Chapter's Webster Library site. [JD]

Hamilton-Dann to give LV talk

On Wednesday, Feb. 20, Chapter member, Mary Hamilton-Dann will talk about "The Lehigh Valley's Black Diamond Express" before the Central YMCA 'Retired Men's Club'. The second floor meeting starts at 9:00 AM with talk scheduled for 10:00.

Antique Fire Trucks talk

On Feb 27 at the same place and time, Mr. Lew Gracy will talk on "Antique Fire Trucks of Western NY". [JG]

Contributors to this issue

Janet Dittmer [JD], Jim East, Dale Hartnett [DH], Jerry Gillette [GH], Chris Hauf [CH], John Redden, Charles Robinson, Don Shilling, John Stewart, Jeremy Tuke, Rand Warner.

Annual Caboose Campout Coming!

Ever want to sleep overnight in a caboose?

The Chapter's annual Winter Overnight will take place the **night of Saturday, February 23.**

Dig out your sleeping bag and long johns and get ready to spend a night in the "crummy" the way railroad crews did a century ago.

Snacks and soft drinks, dinner, breakfast and a good time are included.

The caboose campout is open to adult members and to teens accompanied by a parent. Members of the Young Railfan group may also participate if accompanied by a parent. (Sorry, no children 12 or under.)

Train leaves the Industry Depot on Saturday, February 23 at 5 PM. Cost is \$15 per person.

Space is limited and reservations are required. Call Dale Hartnett at 585/243-0139 today to reserve your place.

Russell looking for data/photos on LV depots

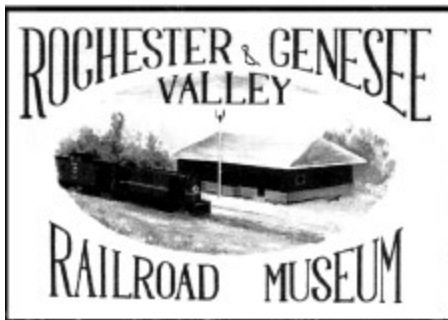
Harold Russell is looking for data and or photos of the Lehigh Valley depots that were located on the mainline west of Rochester, such as LeRoy, Stafford, Caledonia, Batavia for instance.

Harold can be reached at 585/427-9159, <haroldrussell@juno.com> or mail at: 17 Dover Rd., Pittsford, NY 14534.

Any knowledge of "Leviathan" locomotive?

Scot Lawrence <sscotsman@yahoo.com> place a query in *Leaky Valley* for information on this locomotive which ran in excursion service in 1875 between Norwich and Ithaca.

Originally it ran on Utica, Ithaca & Elmira railroad. It had been equipped with a "center cog" for planned, but never built line for a steep grade to serve Cornell University. Some references indicate it also was used by the Lehigh Valley; was it? [*Leaky Valley*, Jan/Feb 2002]



Rand Warner, *Director Emeritus*

Ambiance at Webster

We really need much heavier participation in upgrades, mods, and maintenance to our passenger excursion trainset for 2002 than in past years.

To that end, we have discussed allocating one Saturday a month, all year long, to the trainset work – probably the Saturday following our regular Chapter Membership meeting.

Trips Supts. Dave Luca, Bob Miner, John Stewart, and others are working on plans, priorities, and schedules for required work.

Teams training started in 2000 and 2001 for doing specific jobs on every car in the trainset – such as changing out brake piston boots, etc.

To make working conditions as attractive as possible to our volunteers when at Webster, we are planning on fixing up the spare coach as a more effective support resource with desk, file, work bench, vise, grinder, drill press, break room area, coffee pot, chairs, etc. Some of this has already started.

We need dedicated support equipment for the trainset; such as torch set, welder, generator, compressor, fork lift, shop trucks, car jacks, etc. Some of this work is also already underway.

We also plan to organize parts better, i.e. electrical, mechanical, air brake, etc.; and to store them on shelves and in cabinets versus all over the floor. The same for tools, equipment and hardware.

The whole idea is to make working on the trainset at Webster as effective and as much fun as working on the Museum at Industry. [RW]

RIT Model Train Show: Mar 24

RIT students have HO model train layout and will be hosting an "open house" on Sunday, March 24 from 10-3 in the cafeteria at the RIT Student Union. Several of our Chapter members are active in this club.

Carbarn Corner

Subway Car #60

Work has temporarily ceased; waiting warm weather to move the car outside for plasma cutting and MIG welding work. Meanwhile, we are getting quotes on replacement sheet metal, and looking into rehab of electrical and mechanical components.

Line Car #01

The north and south ends are now painted in the new yellow paint scheme. Metal parts are painted black. A new sub roof is on and a new top roof needs to go on. Heavy interior components are to be removed for use on other projects. We are looking for a flat car to temporarily mount the carbody on.

RL&B #206 Interurban

Bernie Cubitt and Chuck Whalen are continuing interior work on the car as weather permits. One new bolster is in fabrication now, and materials are on hand for the second unit. Tom Rohatch has offered to help on interior woodwork. Sam Rogers has offered help on welding work, i.e. extend the frame I-beams on the north end to match original length.

E-L MU Power Car #2628

Many people have worked on repairing roof leaks. Dave Luca and Jeremy Tuke most recently. We also need attention along the east edge roof seam where galvanic corrosion has caused separation. This car was used to house the food layout for our recent Year End Party. [RW]

Plumbing Help Needed

We are looking for some professional plumbing help to estimate the cost of drain repairs in the basement of the Industry Depot. Some modifications and repairs need to be done to the 4" cast iron drain pipe in the floor of the basement. We want to understand the cost and any issues with making the repairs and improvements. Charlie Harshbarger has done a preliminary estimate and had it reviewed by some R&GV RR Museum members, but we want to make sure we did not miss anything. Please contact Charlie Harshbarger or Chris Hauf (381-8583). [CH]

Operation Life Saver

Dave Hulings is our Chapter representative with the NYS OLS operation and attends several conferences each year. He is assisted by several other Chapter members when giving presentations to area schools. We also coordinate activities with the Ontario Midland Railroad.

Trolley Power Substation

Electrification Facilitator: Rand Warner

Following our recent decision to go with NiMo commercial three-phase power versus our current diesel generator set for future trolley operations support, a number of kick-off activities have been under taken.

We (NYMT/R & G V R M) prefer a dedicated, stand-alone, all metal lockable, building for the switchgear, rectifier, meters, etc. We need a building about 8' x 10' to 10' x 12' to set outside NYMT between the last NiMo pole and the first trolley pole. Rand and Ted Strang are looking at new and used building options that meet requirements.

We have contacted Town of Rush for building regulations and a permit application.

We have contacted the Board of Underwriters in Rochester for electrical requirements and a permit application.

NiMo has been contacted in regard to a 400 amp, 480v three-phase service from pole mounted transformers dedicated to our usage.

Fred Perry of St. Louis has been contacted regarding recommendations and participation in construction, installation and checkout.

Terry Clark has been contacted for electrical code compliance and inspection requirements, for underwriters, in Rush.

Ed Van Horn of NRHS, retired from RG&E/substation design, has been contacted to review our plans and make recommendations.

Jim Johnson has removed the three-phase rectifier, built by Fred Perry, from our diesel generator set.

Neil Bellenger has volunteered to write startup/shutdown/lockout procedures for use, as he used to do with RG&E. [RW]

Who Knows?

- ? Who can donate a replacement pot belly stove for the Depot?
- ? Who can lend fruit shipping labels that we can reproduce for an exhibit?
- ? Who can donate a pallet jack?
- ? Who can donate steam tools for our steam program?
- ? Who has vintage photos of NY railroads handling milk?

Contact Dale Hartnett at 585/243-0139 or at <dhartnet@wuhf.sbgnet.com>, if you have any leads on how we can locate any of these items. [DH]

Tool Car & Shops

Supt. Charles Harshbarger

Last month we talked about two new shops activities under Kevin Klees and Bob Mader.

This month we are indicating an all-inclusive list showing some of the pre-existing shop activities:

Metal Shop - Kevin Klees
 Wood Shop - Robert Mader
 Signal Shop - Mike Dow
 Air Brake Shop - John Redden
 Radio Shop - Dick Holbert
 Welding Shop - Art Mummery
 Electric Shop - Jim Johnson

Another shop capability we have discussed in the past is creation of a blacksmith/forge/foundry activity. This would be useful in support of several of our restoration projects. If you are interested in this particular area, or know of equipment that would benefit this area, please talk to Charlie Harshbarger or Rand Warner.

Also, if you know of any specific shop capabilities that are lacking in support of our many projects, please let us know.

Our B&O Tool/Baggage Car #633 currently contains an electric shop bench and a signal shop bench. Now if we could just get an air brake test stand ... [RW]

R.E.A. Truck

Foremen: Lynn Heintz and Dick Bean

Progress is being made on our vintage 1939 Railway Express Agency Ford truck.

Both Dick Bean and Lynn Heintz are making inquiries regarding outside sponsors for some or all of the restoration effort.

Meanwhile, Lynn is continuing research on parts and history, and has ordered and received a replacement front grill and two replacement rear axles. He has verified proper fit for these new parts.

These needed parts were purchased with monies donated to the R.E.A. Truck Fund by Harvey and Carol Simons.

The present V8-85 motor in the truck turns freely, and we look forward to a successful crank up in the near future.

We are still looking for a set of good front fenders to replace the cut down fenders that came on the truck.

The hood has already been straighten out and re-painted.

We need to get the radiator to B-J's for rehab and test. [RW]

Freight Equipment

Supt. Chris Hauf

Kodak Tank Car #52 (KPRR)

This 1930 vintage tank car, in good condition generally, received a coat of aluminum paint on the tank and parts of the turret, put on by Rand Warner on the 28th of January, in 50 degree weather. Now if we can just get another warm day ...

Pennsy Hopper Car PRR H-21

Lynn Heintz has done considerable research on this venerable artifact, which dates from 1909, and is our second oldest freight car, after the 1907 Kodak/Ex-NYC flat car. This hopper car has already been used in M.O.W. service on R&GV RR to spread ballast, and will probably see more of the same service in 2002.

Box Car

We are desirous of a good box car for use/service/storage capacity for R&GV RM. To that end Rand Warner and Chris Hauf have investigated a number of possible sources for complete cars and car bodies without trucks. We have two sets of freight car trucks on the property.

NYC Flat Cars

Chris Hauf has procured quotes for wood decking; for both the KPRR/NYC 1907, 40-foot flat car, and the Conrail/NYC 1960, 53-foot flat car. He is also pursuing additional grant monies to underwrite the material costs so that we may proceed even in a lean year.

He has already secured a \$750.00 Kodak "Dollars for Doers" grant for the wood deck on NYC 506102. Chris has also asked to have the donated profits from the sale of his Honda to be placed in the NYC 506102 fund. Even with that, more money is needed. Can you help? \$10 buys one board and we need 45 more. [RW]

Rochester Junction Program

The Honeoye Falls-Mendon Historical Society is calling for input for an open roundtable forum "Rochester Junction" to be conducted on Thursday evening, **May 2, 2002**. Walking tour of the Junction will be at 6 PM; forum at 7:30. Bring photos, memories and memorabilia. To participate, call Paul S. Worboys at 624-9803.

Passenger Equipment

Supt. Bob Miner

Pine Falls Sleeper-Lounge FRR

This car had heavy use at our Year End Party, featuring RR videos, and an extensive snack layout from Gale Smith and Mrs. Charles Robinson.

Sam Swisher, Otto Vondrak, Gale and others have been working on the car in recent months.

Erie Stillwell Coach #2328

Bernie Cubitt and Chuck Whalen are continuing work on this classic artifact. Bernie is finishing up the installation of new metal window sills. Chuck has been working on the metal side panels. We will need to re-prime and re-paint the new window assemblies.

DL&W Baggage Car #2078

Chris Hauf continues to update the various interior displays of timetables, crossing signs, signal equipment, etc. He has also added "Baggage car Abeyance" in various ways with built up packing crates, milk cans, suit cases, etc. Our visitors really enjoy it. [RW]

Wanted

- Leads on a good 50-foot or 53-foot flat car on roller bearing trucks.
- Leads on a good 40-foot or 50-foot box car, on or off trucks.
- AAR Teachers Kit of 8-1/2x11 materials in B&W showing all phases of railroad operation, maintenance and construction, from 1950s car, for Dale Hartnett's theme exhibit.
- Heavy duty, walk behind, big wheel, weed mower, name brand.
- Large and small wood barrels, wood bushel baskets, hay bales, bean sacks, etc. for railroad/agricultural exhibit display theme by Dale Hartnett for 2002.
- Good set of front fenders for our '39 Ford REA truck. Fenders for 1/2 ton to 1-1/2 ton will fit interchangeably.
- Leads on blacksmith/forge/foundry tools and equipment.
- Cantilever jacks for work on passenger excursion train set.
- 4000-watt gas powered generator to support work on passenger excursion train set. [RW]

Thanks to ...

Harold Crouch for \$100 donation towards concrete floor for Restoration Building.

Rand Warner for wood and metal scaffolding and bracing materials for Subway Car #60, paint for Line Car #01, tire repair for TrackMobile, paint for Kodak tank Car, miscellaneous tools.

Gerry Leidertheil for information on available track and structural supplies.

Jim Johnson for arranging loan of 6-ton come-alongs used in relocating Heisler locomotive.

Scott Gleason for arranging loan of hydraulic tamper for assist in quality of setting three wood poles for experimental test, and for information/coordination on heavy equipment for line crew.

Joe Spezio for donation of beautiful framed engineering drawing of LV RR bridge over the Genesee River just a mile south of our R&GV RM. This framed print came with a large group of engineering prints for the various components of that large project.

Jack Sheehan, of Victor, for a large collection of vintage newspaper clippings about local area railroad and trolley lines – for our Library.

Jim Allen of New York Apples for fruit labels for future exhibit and for leads on who to talk to for more information and artifacts

Sonny and Hal Cole of King Cole Bean Company for donation of burlap bean bags and ideas for a future exhibit

Charlie Harshbarger and Jim Johnson for donating new fluorescent lighting for tool car work areas

Chris Hauf for donation of his Honda to the Chapter. Its resale netted the Chapter \$857

John Stewart for offering to donate to the Chapter the commission from the Amazon.com link on his railroad.net web site

Jeremy Tuke for donation of an ink jet printer for the Museum

Bernie Cubitt for researching who collects fruit labels printed in Rochester

Charlie Harshbarger for obtaining an excellent wooden box that's currently being used as a wood box at the Depot.

John Webber for underwriting the cost to move the Allied Builder's Bucyrus-Erie 22B crane to the Museum from their yard in Brockport, NY.

George Worden of Worden's Ag Service of York, NY for offering to rebuild the former Operating Engineer's CAT D8 crawler tractor at his shop.

Mark Vitale of Vitale Construction for offering to the use of Vitale's Euclid S-12 earthmover to the Museum for the "Big Dig" earthmoving project.

Library Report

Charles Robinson, Chairman

The library will be open for general use on **Sunday afternoon February 20 between 2:00 and 5:00 PM.** We were pleased to see a number of members come out for the January open hours to enjoy the Chapter's collection. Please feel free to join them for the February general hours.

We have received some additional donations to the Chapter's collection. The **Thomas Boyces** have donated some interesting and rare photos of the Rochester Railways employees, the shops and some cars from around 1900 plus some newspaper articles about Thomas Hicks who was superintendent of employment and instruction of the railway. **Dick Anderson and J. F. Manchamer** have donated a number of railroad books. Of particular is a copy of *American Railroads* by John Stover from Dick and *Landmarks on the Iron Road* by William Middleton from Jerry. We do appreciate these additions to the library and archives.

The work on the Charles Belt collection continues. Ira Cohen pitched in by inserting the prints from the collection into sleeves for easy viewing and storage. Steve Oagley and Bob Miner have started going through the slides that are mounted in carousels and identifying their contents. Gale Smith, Jerry Gillette and I have continued mounting the loose slides in sleeves. We are close to the end of this enormous and useful collection.

We still need a diesel engine expert to help sort and identify the slides. The next step is to file away further material that has been donated to the library.

Hope to see you at the library Sunday afternoon February 20.



Left: Not to be left out, Kevin Klees, on the right, took his turn on the one come-along while Tom Webster manned the second one.

Below: Kevin Klees looks over the progress as Jeff Carpenter works



Quiz on U.S. Railroads

1. Which president signed a bill calling for a transcontinental railroad?
2. Where did the eastern and western railroads finally joined in 1859?
3. Troops first arrived by rail to what major battle?
4. How fast does Amtrak's new Acela train travel?
5. What is the largest U.S. city not served by Amtrak?

This quiz appeared in a recent USA Weekend supplement, along with two

2002 Priority Projects List (1/12/2002)

Compiled by Jeremy Tuke and Dale Hartnett

Museum (General):

- Display improvement
- Water damage
- Remove JUNK on upper level visible to Route 251
- Dispose of waste fluids

Depot:

- Re-roof

Displays:

- Baggage car,
- Depot Crossing shanty

Motive Power Steam:

- Asbestos removal
- RG&E 1941 - finish restoration
- Day-to-day running maintenance on diesel fleet.

M.O.W. Equipment:

- Paint TC and Trailer car sets
- TC-4 roof
- Tamper fuel pump

Track Work:

- On going mainline trackwork:
- Reverse elevations, tie replacement, etc.
- Track into Restoration Building
- Raise/repair Track 5

Freight:

- BR&P caboose
- NYC caboose roof
- FGEX: paint

Communications, Power & Signals:

- Paint signals, etc.

Power to Switch 6/Track 6
Communications lines to Restoration Building

Restoration Building:

- Clean up clutter
- Reassemble Construction equipment
- Infrastructure (power, lights, etc.)
- Conduit North to Track 6, finish Phase 1
- Conduit inside building: finish Phase 2
- Remove panel track North of Plymouth

Construction Equipment:

- Repair Ford forklift
- Reassemble Army D-7 dozer
- Koehring work
- Dispose of surplus equipment

Excursion Cars:

- Install diaphragms
- HEP connections
- Re-ballast Alonzo per FRA

Other:

- Safety training
- Membership development
- Volunteers take
- TC ride: "eyes of the visitor"
- Scrap drive
- Mezzanine level

Editor's addition: Re-pair/Re-paint roofs of Tool Car, *Pine Falls*,; DL&W MU car, Stillwell coach, Baggage car – to eliminate water damage infiltration.

Museum Musings

by Dale Hartnett

There's a wonderful railroad museum about a 5 hour drive southwest of Rochester. It's the Altoona Railroaders Memorial Museum (ARM), located in the heart of the city built by and for the Pennsylvania Railroad.

Several years ago the ARM moved from a cramped single story building into the five story former PRR Master Mechanics Building overlooking the former PRR mainline. Three floors of this excellent museum are open to the public.

One might expect that moving from a cramped facility that was chock full of artifacts to a more spacious facility would have allowed the ARM to dig more artifacts out of storage to display.

Yet just the opposite happened! In the entire three exhibit floors, there are only 600 artifacts displayed. Instead the ARM chose to tell the story of the relationship between the PRR and the people of the railroad city of Altoona.

Which is more important and more interesting? A lantern ... or the stories of the railroader who used the lantern and the role the lantern played in that railroader's life?

The vast majority of visitors to our museum are probably not railfans. Instead, they are most likely curious folks who want to learn something interesting and enjoy themselves on a Sunday afternoon.

The Altoona Railroaders Memorial Museum's approach raises several questions for us.

How can we tell the story of railroading better?

How can we share the stories of the down to earth people who worked 24/7 to keep the trains moving?

What impact did (and does) the railroad have on the lives of everyday people?

When we receive an artifact, what special stories come with it that might be lost if we don't take the time to ask and take notes?

Every artifact is a potential doorway to the story of a life lived and a job done. What can we do to step through that doorway?

Answers to Quiz on Page 5

1. Lincoln, in 1862; 2. At Promontory Point, Utah; 3. Bull Run (First Manassas), 1861; 4. Up to 150 mph. The Acela goes from New York to Washington, D.C., in under 2.5 hours; 5. Columbus, Ohio.

At least two answers are incorrect; what are the correct ones?

Planning proceeds for completion of Restoration Building

by Dale Hartnett

We need to design the interior of the Restoration Building and raise funds to complete the job.

We want to get every interested party's input to turn our dream into a finished reality that accomplishes all our goals.

The Restoration Building Committee met Thursday, January 31 to begin the process of outlining the steps necessary to finish the job.

The next step is to meet informally with museum superintendents and volunteers to:

- ? Create a complete list of systems to be considered
- ? Determine the needs of each system
- ? Solicit specific "do's" and "don'ts" that should be kept in mind for building design.

? Define the work that will be done in and around the building

? Consider plans for future phases of shop expansion.

We will also want to visit other shop facilities and learn from people who have built shops or worked extensively in them to create the best possible design.

We can then begin design work on the plans for each system and develop estimates.

Once the cost estimates and design are complete, we can begin to raise the funds to complete the building.

People with questions should contact Rand Warner (425-8586), Chris Hauf (381-8583), Jeremy Tuke (359-8944) or Dale Hartnett (243-0139).

WHERE IS AMTRAK GOING!!

by Jim East

February 1, 2002, *Washington Post*: Amtrak's President George Warrington stated he will shut the Amtrak system down on September 30, 2002, unless Congress appropriates 1.2 billion dollars to keep the system going while the government debates the long term future of passenger service. Congress has mandated that Amtrak be self-sufficient without government support by the end of 2002. Even if the government matches the 521 million dollars they gave Amtrak last year it will only be enough to keep the Boston-Washington and some state supported services, most of them in California California operating. On March 29, Amtrak will post the required 6 month discontinuance notices on all long distance passenger trains. Amtrak has 8 trains that stop in Rochester each day and service over 100,000 passengers a year in Rochester. Amtrak also announced the layoff of 1000 employees and a 23% cutback in capital improvement projects. None of these cutbacks will effect the safety of passengers traveling on Amtrak trains.

After years of underfunding by the federal government this may be the tell tale year for the future of passenger service in the

United States. The US Senate is to begin hearings this month on Amtrak's reauthorization as well as the Amtrak Reform Council making it's recommendations on Amtrak's restructuring.

Warrington said he could keep the whole current system going next year for 1.2 billion but it would only be a temporary fix.

"This should send a message to Congress, the time to get serious about passenger rail has arrived", stated Senator C. Schumer D-NY.

In New York State and the Rochester, NY area, our government officials have been very supportive of passenger rail. Senators Clinton and Schumer as well as Rep. Slaughter have supported passenger rail and Amtrak. In Perinton, NYS Assemblyman D. Koon not only supports Amtrak but uses it when traveling to Albany.

If we want to continue passenger rail service in the US it will be necessary for the US Congress, President Bush as well as NYS and other state governments to continue to support and to increase their support for passenger rail. New York State has made an investment in rebuilding high speed trains for

use in NYS. At this date, only one of these trains is in operation although the program has been in effect for several years.

If you feel that you want passenger rail service to continue in our area as well as in the United States, please telephone, write or continue to write your government representatives. Our local federal representatives although supporting passenger rail, need to be reminded that we still support passenger rail in the US. The following is a partial list of our Congressional Representatives and Senators. If passenger rail service is not saved by this session of Congress the United States may be the only major country in the world without passenger rail service.

Jim East

Senator Hillary Clinton

100 State St., Rochester, NY 14614
585-263-6250

Senator Charles Schumer

304 Federal Bldg. Rochester NY 14614
585-263-5866

Rep. Louise Slaughter

3120 Federal Bldg., Rochester, NY 14614
585-232-4850

Rep. John Lafalce

409 Union St. Spencerport, NY 14559
585-352-4777

R&GV RR Museum Star Brakeman's Lanterns and Denim Shirts still available!

Our first order of Star 292 Brakeman's lanterns with the R&GV RR Museum logo has arrived, and reserved orders have been filled. We have extras, though!

Lanterns are \$25.00 + \$2.00 tax without a battery and \$30.00 + (\$2.40 tax for a lantern with a 6V battery, each. All proceeds go directly toward supporting the R&GV RR Museum.

And as an on-going fund-raiser for the Rochester & Genesee Valley Railroad Museum, we now also have available long-sleeve denim shirts embroidered on the left breast with logo of the Rochester & Genesee Valley Railroad Museum.

The Shirts are \$25.00 plus tax (4% NYS Tax = \$1.00 per shirt) each for adult sizes small to extra large. For sizes 2XL and larger, please add \$2.00. These are GREAT looking shirts!

Both can be ordered at any time by calling or emailing Chris Hauf: 381-8583, <crhauf@frontiernet.net> or send your order and check to the Chapter's P.O. Box to the ATIN Lantern Shirt Fundraiser. [CH]



The Heisler enters the building as it is pushed by one of our Trackmobiles under the careful control of John Redden. [Chris Hauf photo]

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

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Chapter Meeting & Program:

**Introduction to
 "Farm to Market"**
 by Stewart & Hauf
February 21, 2002
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: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or *.txt format, as well as a printed copy. Also can send by e-mail to: gale299@frontiernet.net. **Deadline: First Day of Each Month.**

Pouring the Restoration Facility Floor!

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