



The Semaphore

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

July 2005
Volume 47, No. 11

Program for July 21:

Hop Aboard >> Enjoy OUR Railroad - Guests Welcomed!

For the months of July and August, we meet at the Industry Depot where we can ride on various pieces of equipment that our Motive Dept. assemblies. Commences at 6 PM.

This is an excellent time to invite friends and any 'railfans' to join us -- they may then join the Chapter!

Future Programs

Sept. 15: TBA

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

Nov. 17: *Rochester Transportation* by Donovan Shilling



Just one of the several groups that enjoyed R&GV train rides at our June meeting. [Harold Russell photo]

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:30 PM

Monday, July 25

Library Phone: 872-4641

Roof Weekend a Resounding Success

by John Redden



On the 24th and 25th of June, we conducted a Roof Repair Party Weekend at the R&GV RR Museum. We believe that the Weekend can be considered a complete success, that frankly exceeded our expectations. About 25 people toiled through the hottest weekend of this year, from Friday

morning the 24th of June, through Saturday afternoon, the 25th. The results are as follows:

- The *Pine Falls* roof was completely stripped of rust and old roofing materials. This huge job was carried out in some very difficult (HOT) environmental conditions.

(Continued on Page 4)

2005 Capital Fund Drive - Update #2

by Dave Luca

The 2005 Capital Fund Drive Committee reports that in the month of June, the Chapter received \$2,200 in dollar for dollar matches from four donors. The status of the fund drive, as the month ended, stood at \$12,500. This month's gain of 3.06% means that we have reached 17.36% of our goal of \$72,000. Our hope was to reach our goal by the end of October. To reach this goal we will have to raise \$14,875 per month over the next 4 months.

The 2005 Capital Fund Drive Committee thanks you for your generous support of our Chapter.

=====\$12,500>

\$72,000!

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Track Car Operator Schedule

Date	Operator A	Operator B	Operator C	Primary Car
July 16 (Sat.)	Steve Huse			TC-3
July 17	Kurt Zobel	Dave Mitchell	Ed Van Horn	TC-3
July 23 (Sat.)	Phil McCabe	Jack Tripp		TC-1
July 24	Bob Achilles	Mike Murphy	Dave Mitchell	TC-1
July 30 (Sat.)	Bob Fleck	Jack Tripp		TC-3
July 31	Joe Werner	Mike Roque'	Jessie Stallone	TC-3
August 6 (Sat.)	Mike Murphy			TC-1
August 7	Ira Cohen	Harold Russell		TC-1
August 13 (Sat.)	Phil McCabe	Bob Fleck		TC-3
August 14	Bob Achilles			TC-1

Qualified Operators Please Note: Pick a date that you like, then contact Harold Russell to be put on the official schedule. Harold's e-mail address: haroldrussell@juno.com.

Depot Guides Schedule

Date	Guide #1	Guide #2
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Lots of Openings!!!

It is desirable to have TWO guides for each Sunday. Please consider when you would like to serve and contact Dave Peet at:

davepeet97@frontiernet.net.

Please Note ...

We have several vacancies in the Depot Guide and Track Car Operator Departments. This is not a desirable situation if it extends further into the season. Please volunteer a date, rather than have the coordinator call you

Special Events at the Museums

August 20-21 (Sat. & Sun.)

"Diesel Days" - Several of the six diesel locomotives will be in operation for visitors to ride either on the locomotive or a caboose.

October 30 (Sun.)

Last day of Joint Operations. Track car rides end. The NYMT remains open from November through April on Sundays.

Construction Equipment Day July 31

This is a new addition to our "Special Events" and features the display of the many pieces of antique construction equipment at the R&GV Railroad Museum

Contributors to this issue

Janet Dittmer, Bob Fitch, Dale Hartnett, Chris Hauf, Tim Holden, Kevin Klees, Dave Luca, John Redden, Mike Roque', Harold Russell, Joe Scanlon, 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 and TC rider ticket sales. As track cars revenue is shared with the Chapter, thus it seems logical that Chapter members assist. Since we have added Saturday operations for July and August, the present personnel available for this area is limited.

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

TC Operators: maybe you can interest your spouse in helping!

Take a look!

If you haven't looked at either of our Chapter's websites lately, you should.

Mike Roque', our new webmaster, is adding current content in terms of color photographs of our activities.

The websites are:

<http://www.rochnrhs.org>, and

<http://www.rgvrm.org>

The latter has several views of the Ohio Valley Railcar vehicles, *Pine Falls* roof work, and Bernie Cubitt's bolsters for RL&B Car 206. All in glorious color!

Membership Report

by Janet Dittmer

No New members for this period

Jessica Stallone is the Chapter's Membership Chairperson effective August 1. Our thanks to Jessica for 'stepping forth' to fill this essential position.

And our thanks to BJanet for the six or so years that she has served in this position.

Membership Rates:

National + Chapter membership: . \$40

Above as Family membership \$50

Local* \$20

Local as Family*..... \$27

(* Holds National membership elsewhere)

National only \$20

National as Family only \$23

Subscriptions only: \$10

Banquet was well attended

The Chapter's Annual Banquet was held at Newport House on June 5. This facility overlooks Irondequoit Bay and the weather was just right to enjoy the breeze.

The buffet was good. It is interesting to note, that as we "age", there is less tendency to return for "seconds"!

Duncan Richards presented his "24 Hours" slide show.

Charles Harshbarger was named the recipient of the **Fairmont Trophy Award** for his many years of supporting the Chapter activities.

Young Railfans Dates:

Sat., July 23 10 AM - 3 PM

Sat., July 30 10 AM - 3 PM

Sat., Aug. 13 10 Am - 3 PM

Sat., Aug. 27

10 AM - 3 PM

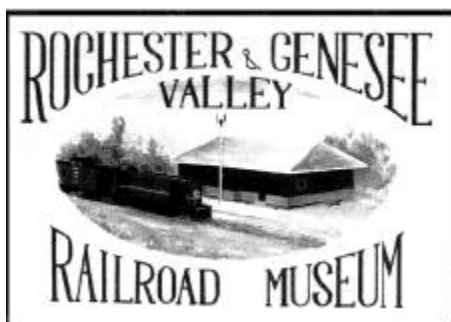
Males or females ages 14 to 21 are invited to join this group. Contact Dale Hartnett at

Windows 'Hospital'

The Stillwell Car is being used to refurbish the windows from the Excursion Train. **Work sessions are underway on Wednesday evenings at Industry. You are invited!**

Caboose Days event a success

Over 300 visitors rode on that day and left with smiling faces. Thanks to all who made this Father's Day event one to remember.



MUSEUM MUSINGS

by Dale Hartnett

You never know where the next great story will come from.

While taking the short caboose ride from our Transfer Point to Industry during our Caboose Day event, I heard the tale of a fellow who spent the late days of the Great Depression working for a regional rodeo.

He and a companion would work as wranglers for the rodeo in one town, then take all the livestock (except for the bulls) to a railroad siding. The livestock would board two stock cars and the two wranglers would ride the caboose to the next stop.

The circuit was from Buffalo to New York. Pay was \$5 a week plus food if there was a performance. If there was no show, there was no pay. Breakfast was dry toast and oatmeal. Dinner was rice and beans. Not a great meal and maybe not a great job. But it was the Great Depression and this guest was lucky to have both a meal and a job.

Once in a great while, a calf would get injured and have to be put down. Then there was meat on the table for four or five meals. (Under those conditions, it's a wonder more calves didn't "get hurt.")

It was a great story. And the guest, probably well into his 80's, had a great time telling it. It sure didn't hurt that our other guests riding in our caboose got to hear the story, as well.

This all brings to mind a question: How often do we solicit stories from our guests? Do they have something bottled up inside them from long ago that they're just dying to share?

We can become the key that unlocks a distant memory and just totally makes someone's day because we care to ask and listen.

Being a good host involves sharing information. It also involves allowing others to share their lives with us. But they'll generally only share if we ask.

Managers

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

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

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

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

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

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

Motive Power Report

by John Redden

Our two 80-ton GE locomotives were used for the June Chapter meeting, as well as the Fathers' Day Caboose event. The engines performed well.

A number of volunteers participated in diagnosing a peculiar noise that was coming from the number two engine on 1654. It was eventually determined to be a dry fan bearing. A couple of hidden grease fittings were located, and a good slug of grease was added. The offending noise has been eliminated. A similar location was uncovered on the number one engine, and grease was added as a preventative measure. Thanks to Norm Shaddick, Kevin Klees, Art Mummery, Rand Warner, and John Redden for helping out on this job.

Norm Shaddick did more preventative maintenance on the EK-6, draining water from its fuel sump in June. He also corrected a problem with the battery charger on the 1843.

Work continues on the addition of a new fuel tank on the NKP-79. The new tank was hoisted into place by Charlie Harshbarger and John Redden. New plumbing fittings and piping have been purchased and are being used to incorporate the new tank into the fuel system. If all goes well, the 79 will be back in service in time for Diesel Days.

In anticipation of the coming completion of transmission work, the restoration of the Plymouth locomotive cab has begun. The frame was taken home by Kevin Klees, where it was disassembled and cleaned. Several frame members were straightened, and new vertical bars have been fabricated. A new paint job is nearly complete. Once the transmission work is complete, the cab frame can be reinstalled onto the locomotive. In addition to this work, Kevin also has completed the cleanup of the very large roller bearings for the large drive wheel shaft for the transmission.

The throttle valve for the Heisler Fireless was removed this month, for evaluation. One

operating shaft had to be cut in order to allow for the removal of this throttle. A new shaft was fabricated by Kevin Klees, and taper pins were purchased for it.

Thanks to Norm and Kevin for input on

Library Report

by Charles Robinson, Chairman

The library will be open on **Monday evening July 25 between 7:00 and 9:00 PM** for regular use. **The air conditioning is working, come on out and escape the humidity.**

The library still has a number of surplus books to sell and perhaps there is one that might be useful to you.

Good news on the library roof! Thanks to the efforts of Dave Luca and Bob Miner, several estimates have been obtained from the roofing contractors. As I understand it, the decision to engage one of them is about to be made. I am certain everyone will be relieved once the work starts. Thanks Dave and Bob.

Jerry Gillette, Bob Miner and the library chairman have continued to organize the chapter's photos and place them in an orderly manner in binders by railroad company. Jerry is making a list of all these photos. He has also completed a list of the vast collection of color slides by Charles Best. This large slide collection needs better organization and more work. Is anyone interested in pitching in and going through this colorful array of rail scenes?

Gale Smith is currently cataloging a large (a big blue tote box full!) donation by John Stewart from his collection. Duplicates will be available for sale.

The library is in need of more shelves but for the moment we will settle for a secure roof. Hope to see you at the library.

Shows, etc.

July 17-23: NRHS RailCamp in Scranton.

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

Roof Weekend

(Continued from Page 1)

- The roof was chemically prepared for repainting
- Many holes were patched
- Most of the roof was primed, and much of it was also painted with good quality enamel paint.
- Many problem areas of the car were addressed, including exterior rust removal and spot-priming on the car sides, roof vent repairs and cleaning, and many other miscellaneous tasks
- Repairs on the New York Central Caboose cupola roof were started, with the removal of trim pieces for replacement.
- Two quality meals were served at the Depot
- A slide-show-under-the-stars was presented in the Yard
- A half-dozen of our volunteers spent the night in three cabooses
- All of this work was completed without injury - a significant accomplishment for the tasks involved.
- The work site was cleaned up on Saturday afternoon, in preparation for our usual Sunday operations, which are open to the public.



The roof after receiving a primer coat of paint. *[Chris Hauf photo]*



Chris Hauf is applying the final (black) paint using our HVLV spray equipment *[Gale Smith photo]*

Scrapping, Wire-brushing & Plenty of Elbow Grease ---



- Top, left:* On the roof, Mark Pappalardo works on the cleaning up the center of the roof.
- Top, right:* Dale Hartnett and Kurt Zobel work from scaffolding cleaning up the east side of the Pine Falls roof. Note the clean roof to their left.
- Bottom, left:* Duncan Richards works on the center of the roof.
- Bottom, middle:* Dave Luca works on scaffolding on the west side of the Pine Falls. Many thanks to Bob Mader for the loan of his scaffolding for this work party.
- Bottom, right:* Project leader, John Redden, works on removing a temporary patch on the roof so a more permanent patch could be installed. *[Chris Hauf photos]*

A large number of our Volunteers put out some extraordinary efforts on these projects. The following is a (hopefully) complete list of participants - Dave Luca, Janet Dittmer, Rick Israelson, Lynn Heintz, Mike Dow, Mark Pappalardo, Jim O'Keefe, Dave Mitchell, Rand Warner, Bob Mader, John Stewart, Dave Peet, Kurt Zobel, Jeremy Tuke, Jesse Marks, Charlie Marks, Chris Hauf, Randy Bogucki, Dale Hartnett, Duncan Richards, Gale Smith, Elaine Redden, and John Redden. Our congratulations and thanks to all.



Pine Falls now has a shiny roof that should eliminate those roof leaks! *[Chris Hauf photo]*

Construction & Equipment

by Joe Scanlon

Just as soon as the scrapping operation was completed North of the Restoration Building, earthmoving commenced. John McDonald and Joe Scanlon woke the CAT D8 tractor and pan from its long winter nap. The tractor started right up and John began removing earth from the future rail yard North of the building and deposited it on the fill South of the building. The CAT 80 pan pulled by the D8 self loads, transports and spreads 20 cubic yards at a whack - all by itself. Scott Gleason climbed aboard the CAT D7E dozer and push loaded John's tractor pan to speed things up a bit. The tractor pan will move dirt at an impressive rate of 1,000 cubic yards a day, based on a full day.

Dave Luca and Art Mummery replaced the Lovejoy coupling on the Galion roller over the winter, and the Galion happily rolled earth on Saturday June 25th.

Scott Gleason and Dan Waterstraat got the Army 5-ton dumps operational, ready to haul earth.

Joe Scanlon, Art Mummery and John McDonald got the Bucyrus-Erie 15B shovel front back in to service. Next to come on line will be the Bay City model 65 dragline and the Bucyrus-Erie 20H excavator. When all these machines become operational, look out - the dirt will fly! By the Saturday after the Fourth of July, we expect to be attacking the North hill with our heavy equipment division!

Plenty of iron will be ready to make the Big Dig 2005 a reality!



Ohio Valley Railcars visited on July 3

by Chris Hauf

On Sunday, July 3rd, the R&GVRR Museum was host to the Ohio Valley Railcars motorcar group who were on a speeder excursion over the LA&L. The group of 18 track cars led by the LA&L's high rail truck made a stop on the northbound leg of their trip to tour both the R&GVRRM and the NYMT and experience the track car ride between the two museums. Everyone seemed to have a great time and thanks to the many people that helped get this visit setup.

[Editor: Last year, this group toured Southern Tier's Western New York & Pennsylvania RR, which is operated by LA&L.]



The 18 track car line-up parked on the LA&L in front of the Industry depot. (Photo by Chris Hauf).



WOW! These are some real beauties!

See them in color on www.rgvm.org..
(These two photos by Harold Russell)

Riding the Auto Train

by Harold Russell

A lull in track car operations last summer brought me into the NYMT gift shop. I mentioned that we were beginning to make arrangements for our winter sabbatical in Florida and found that the price of car rentals had tripled. Bobby Corzine suggested Auto Train as an alternative. A price check via the Amtrak web site showed that this was defiantly a possibility. I liked bringing my own car and having it allowed me to bring many more items that usually would have stayed home due to the hassles of airline travel and its luggage rules. It also allowed us to buy many items deemed too large and fragile for the gorilla in the airline baggage rooms. Like airlines, reservations are required. The auto Train's fares are variable depending on what day you travel, the train's occupancy and whether made on the Internet or by telephone.

Auto Train's Train #53 travels daily from Lorton, Virginia (south of Washington DC) to Sanford, Florida (30 miles north of Orlando). Similarly, Train 52 heads north while Train 53 heads south. Departure time for both trains is 4 PM with scheduled arrival at 8:30 AM.

Auto Train Accommodations

Auto Train offers several types of accommodations in its two level Superliner(R) cars; coach, and sleeper. Auto Train literature tell us: "The bi-level Superliner () coach has wide reclining seats with ample legroom. Each seat has a leg rest, footrest and an individual reading lamp. The sleeping car accommodations are Standard Bedroom with upper and lower berths, Family Bedroom with two adult berths and two child berths, Deluxe Bedroom similar to the Standard but

with a toilet compartment and chair, and a handicap accessible Bedroom-a roomier version of the Deluxe.

We elected coach seats. The sleepers seemed a little pricey for our budget and since we were accustomed to sleeping in airplane coach seats, the Superliner()'s seats that are similar to airplanes first class seats seemed like the best choice. The Superliner() coach consists of two levels of seating. All seats are reserved. The upper level has thirty-two pair of seats arranged in two rows. A central stairway on one side connects it with the lower level. The lower level seating consists of fourteen seats at one end; three pair at one side, and four pair on the opposite side. The three-pair side has extra room for a wheel chair passenger. The opposite end of the lower level contains the bathrooms. One large bathroom is designated for wheel chair access. A ladies lounge occupies the far end. Three small bathrooms are on the side opposite the handicapped bathroom. These bathrooms serve the entire car, both the up and down seating. The toilets function on a vacuum system and only when the car is powered.

The cars are boarded on the lower level from the station platform. Passage from car to car is accomplished on the upper level. We chose the lower level seating because it promised to be more stable. It also had the advantage that it was pretty much a quiet, private, alcove unto itself. The upper level seating was subject to constant commotion brought by main aisle traffic.

Driving to Lorton

In August one forgets what winter in Rochester is like. The driving distance to Lorton is 400 miles. Typically an eight to nine hour drive if all goes well. As our departure date approached the inter weather forecast became more ominous. We left one day early in the midst of a blizzard and stayed overnight at Frederick, Maryland. By the time we were in Dansville, the snow had stopped. The roads were dry at the Pennsylvania state line. By this time however, the car was totally white with salt and the previously full windshield washer tank was empty.

Frederick is about 100 miles from Lorton. We chose to avoid the expressway zoo around Washington and Baltimore fearing that a traffic jam could cause to us be late.

It's John Redden's Birthday, so Duncan Richards saw fit to honor it by presenting John a mini-cake with a candle. Ed Van Horn looks on. (Harold Russell photo)

Instead, we took Route 15 south and then cut over eastward to Lorton. The drive to Lorton the next day was easy. At this pint US 15 is a pleasant country road. Swinging east on local roads, the last 15 miles resembled our Ridge Road with frequent stoplights. We arrived at Lorton about noon, had lunch at a local restaurant and pulled into the Amtrak Auto Train depot about 1:30 PM.

Lorton, Virginia

The Lorton depot is located within site and below the level of I-95. The structure is large, modern, clean and well maintained.

Depot Arrival

Auto Train starts loading vehicles at 11:30 AM, and has a 3:00 PM deadline for their acceptance. Upon arrival at the depot, we stopped at a greeter's booth and presented our tickets. The greeter assigned our vehicle a number and a large magnetic sign with that number was attached to the river's door. Next, we drove to an assigned staging area where we left our vehicle wit the keys in it. We removed any items we wished to take with us on the train. From here the Auto Train valets photographed the car and rove it onto the auto carriers. After a vehicle is loaded, one is not able to retrieve any of its contents until you arrive at your destination.

The auto carriers are enclosed, double deck, round roofed and have end doors. The auto carriers are lined up in four rows with each row containing an approximate equal number of cars intended for the train. Ramps inner connect the cars Dan the vehicles are rapidly driven into them and chocked in place. Vehicles are loaded according to size, not by time of arrival.

We entered the depot building and checked in at the ticket counter where photo identification was required. We were given a boarding pass with our rail car number and a meal ticket. At this time we had to choose our dinner time, 5, 7 or 9 PM. We were also told about Auto Train's entertainment and amenities featured enroute.

(To be continued)

Harold's article will continue in the August issue.

100 Years ago in June

On June 11, 1905, the Pennsylvania RR announced a train to travel between Chicago and New York at a unheard time of 18 hours. A week later, the New York Central announced a similar train (Twentieth Century Limited). Both trains suffered wrecks in their first week, costing total of 19 lives. [*American Heritage*, June/July 2005, page 80]



Memories of the Lehigh Valley Branch to Hemlock

by Tim Holden

Part 2

In the winter of 1933-34, the weather turned cold -- very cold. In February, one night the temperature dropped to an official -22 degrees. I saw that reading on the circular recording thermometer, which was then located at Mechanics Institute, when I arrived later in the day for classes. In Honeoye Falls the mercury thermometer on a post out on our porch reached -32 degrees and it was reported to be -36 degrees at the creamery which was on the edge of the Honeoye Creek at the lower edge of town.

The train from Hemlock did not come that day. Instead a switch engine with caboose attached was dispatched from Rochester to go to Hemlock and return picking up the passengers who normally took the train. We huddled around the potbelly stove in the caboose to try to get comfortable. Any bolt that came through the wall was covered with a big frost knob at least 1 inch thick.

When we reached Rochester Junction, it seemed as though there were freight trains all over the place. They had to stop so we could cross the main line tracks. We were considered to be a "passenger train" which in those lovely bygone days had precedence over freight trains, and we were considered to be a "passenger train" which had to cross the Main Line. The freight engines were surrounded by clouds of steam, and while those trains were short, they had trouble getting restarted since the axles had frozen.

That is what had happened in Hemlock during the night. The cab had been kept warm so that the gasoline engine started. When the engineer threw the switch to send power from the generator to the motors on the axles, a fuse blew. All four fuses blew since the axles had frozen and wouldn't budge. They then called for help from Rochester. That proved to be the switch engine and caboose.

That night on the return trip our regular lightweight passenger coach was as usual, the last car on the diesel-electric powered train that ran from Rochester through Geneva and Ithaca to Sayre, PA. Our car, was dropped at Rochester Junction, as usual. Instead of our gasoline-electric power car, a steam engine backed down to pick us up. When we realized what was happening, Don Pease, a U. of R. student, excitedly came to me and said, "Let's go see if J.Y. is the engineer. Maybe he'll let us ride in the cab." We often

rode with him in the gas-powered car, since we could crawl through from the baggage compartment. We hopped out, found that J.Y. was indeed the engineer and asked him if we could ride in the cab of the steam engine. He agreed to let us ride with him, and we climbed up into the cab. We were told to sit in the fireman's seat on the left side of the cab. It was made for one person, but we squeezed onto the seat. As we started up, the engine rocked and we kept sliding off and our feet would hit the bar, which caused the fire door to clang open to the amusement of the fireman who stood in the back of the cab by the coal tender. The bar was so made that when the fireman stepped forward to throw a shovel of coal into the firebox, the door would open so that as he was swinging forward with the coal the door would open and then quickly shut.

When we looked out of the narrow window up along the front of the locomotive, we could see the light from the headlight shimmering in the darkness as the engine rocked back and forth. When we got to the trestle over the Honeoye Creek it seemed as though we were suspended, but over a gaping void, since the track seemed to be so narrow. It was quite a thrill, which I can still clearly recall even after nearly 70 years. In due time, we reached the station, thanked J.Y. and the fireman and retrieved our books from the passenger coach and went to our homes for supper.

Our conductor on the train was a short, elderly (so it seemed) man named Tommy Hart. He was rumored to be 84 and long past required retirement time. He kept his true age to himself and since his birth records had been destroyed in a fire, there was nothing else to go on. He liked his job and kept it, since the duties were not very demanding. The brakeman, Al France, performed those duties, as well as being the baggage man.

When the train stopped at Rochester Junction, we had to wait for the green signal from the tower before we could cross the main line tracks. At all other stops, Tommy would signal the engineer by pulling on the signal cord operating a whistle in the engineer's cab. When we stopped at the Junction, Tommy Hart would often go into the station to chat with stationmaster, George Clayman. On one of those occasions, Tommy did not hear the two short whistles from the cab, and we started when we got the green signal. Suddenly the door of the waiting room burst open and Tommy came running over, his coattails flying behind him and yelling to us to "STOP". Someone grabbed the whistle rope and the engineer stopped, wondering what had happened. Tommy

climbered on board, gave the cord two yanks and we were on our way.

Before our train arrived in the Junction in the morning, there were one or two other trains sent out from Rochester to pick up some cars of meat from the slaughterhouses in Chicago, and also Pullman cars dropped off from trains from the east. If those trains were a little late, the meeting trains had to wait. I think that one of those connecting trains came from Sayre, PA and was loaded with commuters. On one occasion, that train powered by diesel-electric engine had an unusual number of loaded freight cars. It got stuck in a deep cut where the rails turned north rather sharply. We were in back of that train. After consulting with our engineer, it was agreed that we would proceed slowly until we could see the other train. Tommy Hart climbed down, and went to a telegraph pole, which conveniently had a telephone. He called ahead and got permission to go on slowly and give a push to the other train. It worked, and they were on their way. We had to stop in Henrietta so that the other train reached Rochester long before we did. The meat cars were switched to a cross switch also open to the Erie RR which ran parallel to us through a deep cut behind the U. of R. The Erie picked up the cars and took them to meat distributing plants along its tracks, where the new Corn Hill Landing is now being built.

In the 1950s the New York Central abandoned the Batavia-Canandaigua branch, which had existed for around 100 years. Since there was freight business in Honeoye Falls, the Lehigh ran a switch from the Y over to the Central tracks west of the village. For a few years they provided service to the Hamilton Flower Mill (almost daily) and to the Humphrey Coal and Lumber switch as well as the Lay coal elevator and miscellaneous other activities. However, in due time this too was disassembled and the Hemlock Branch disappeared, leaving only abandoned bridges, stations and memories.

Proposed All-rail trip for Adirondack train

George Reed, of Central NY Chapter and *American Rail Link*, is proposing this trip for Saturday, October 22. Utica, Buffalo and Rochester chapters and guests are also invited. Rochester people would board an Amtrak train for Utica (ca. 7 AM) and return by Amtrak to Rochester later that day. At Utica, we board the Adirondack train for a trip to Thendara. Please contact Gale Smith at 585-544-6221 or gale299@frontiernet.net, to express your interest.

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

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Chapter Meeting & Program:
Hop Aboard!!
Enjoy OUR Railroad -
Guests Welcomed!
Thursday, July 21, 2005
 Antytime after 6 PM
R&GVRM Depot
 NYS Route 251
 Rush, NY

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.

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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.

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