



# The Semaphore

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

August 2005  
Volume 47, No. 12

## Program for Aug. 18:

### Hop Aboard

Last Meeting at Depot  
this Summer

Guests Welcomed!

Meet at the Industry Depot where we can ride on various pieces of equipment that our Motive Dept. assemblies. Commences at 6 PM. We will visit NYMT also.

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

### Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 7:00 to 9:30 PM

Monday, August 22

Library Phone: 872-4641

## 2005 Capital Fund Drive - Update #3

by Dave Luca

The 2005 Capital Fund Drive Committee reports that in the month of July, the Chapter received \$1,100 in dollar for dollar matches from three donors. The status of the fund drive, as the month ended, stood at \$13,600. This month's gain of 1.5% means that we have reached 18.9% 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 \$29,200 per month over the next 2 months!

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

## Diesel Days: August 20 & 21

Mark your calendars for the weekend of August 20-21 to help out with Diesel Days.

This event is the biggest of the year for our museums and we can use all the help we can get.

We need help for the following positions:

**Conductors, Brakemen, Car Hosts, Transfer Point Station Master, Industry Station Master, Track Car Mechanic, Depot Guides, Refreshment Sellers**

We'll be open from 10 AM to 5 PM each day. Operating crews should plan on being available for the entire day, starting with an 8:45 AM safety briefing at Industry Depot and continuing until as late as 6 PM (depending on customer demand).

Please email me with your availability and desired position. We will accommodate as many requests as possible, depending on



On this last year's Diesel Days, NKP #79 with the PC transfer caboose makes its way to the transfer point established by another caboose. (Chris Haul photo)

availability of desired positions and your qualification level.

Note: This is also an excellent way to get new members involved. We can work new people into a number of our "hospitality" roles, so invite your friends to join us!

Please call Dale Hartnett if you have

questions at 246-2656, or email at dhartnett@rochnrhs.org

## Adirondack Train Trip

Back in the 50s and 60s, western New York NRHS chapters got together and sponsored trips on local railroads. It was easy to do then with cooperating railroads still in the passenger business. Times have changed!

Thanks to George Reed and his *American Rail Link* newsletter, George has taken the initiative to organize such a trip. Buffalo, Rochester, Syracuse and Utica Chapters are invited to participate.

**Please note:** Amtrak does NOT have spare cars to attach, so space is limited. That is why Jim East, our coordinator, is asking to call him at 585/377-5389 to confirm your space. *So get on the phone if you want to go!* See insert for details.

## End-of-Summer Picnic, Sept. 10<sup>th</sup>

by Dale Hartnett

Our Annual End-of-Summer picnic will be at the Industry Depot on Saturday, September 10 starting at 1 PM.

The Chapter will provide the meat, sweet corn, salt potatoes and the beverages. We ask that you bring a dish to pass.

Cost is \$5 per person. Please contact Dale Hartnett at 585/243-0139 or <dhartnett@rochnrhs.org> to sign up.

We will have equipment operating, so this is a good chance to have some fun and even invite a guest or two.

For safety reasons, we ask that if you do bring small children, you must keep them very close to you at all times.

## Library Roof Replaced! Story and photos on Page 4.

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

#####

## Track Car Operator Schedule

Date	Operator A	Operator B	Operator C	Primary Car
August 13 (Sat.)	Bob Fleck		TC-3	
August 14	Bob Achilles	Kurt Zobel		TC-1
August 20 (Sat.)	Dave Mitchell	Harold Russell	Mike Murphy John Tripp	TC-3
August 21	Dave Mitchell	Harold Russell	Greg Harris Kurt Zobel	TC-3
August 27 (Sat.)	Mike Murphy			TC-1
August 28	Charlie Marks	Jesse Marks		TC-3
Sept. 4	Bob Achilles			TC-1
Sept. 11	Steve Huse	Ed Van Horn		TC-3
Sept. 18	Harold Russell			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](mailto:haroldrussell@juno.com).

## Depot Guides Schedule

Date	Guides
Aug. 7	Randy Bogucki
Aug. 14	Bob Fleck, Bill Benzing
Aug. 20	Mike Root, Don Stinson, Dave Peet
Aug. 21	John Spangenberg, Don Stinson, Dave Peet
Aug. 28	OPEN
Sept. 4	Lyn Heintz, Randy Bogucki
Sept. 11	John Brankacz, Judi Benton
Sept. 18	Jeremy Tuke

**To sign up as a guide, contact: Dave Peet at 586-8964, or [davepeet97@frontiernet.net](mailto:davepeet97@frontiernet.net).**

## 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.

### Contributors to this issue

Janet Dittmer, Jim East, Dale Hartnett, Chris Hauf, Dave Luca, Dave Peet, John Redden, Charles Robinson, Mike Roque', Harold Russell, Joe Scanlon, Jessica Stallone, Jeremy Tuke, Rand Warner and various publications as indicated.

## Ruth Peet

Our sympathy to Dave Peet his family and siblings, whose mother, Ruth Peet, passed away on August 3, 2005.

## 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, 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](mailto:j.dierks@att.net).

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

## Take a look!

Our websites are:

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

<http://www.rgvrm.org>

The former site has photos of the Library roof removal, and other recent events.

The latter site has photos of the BIG DIG that took place on July 30<sup>th</sup>.

**All in glorious color!**

## Membership Report

*Jessica Stallone, Chair\**

*Janet Dittmer, Chair Emeritus*

Welcome to this new member:

### Christopher Stilson

95 East Maplemere Rd.  
Williamsville, NY 14221

716-523-7701; [Stilson4283@yahoo.com](mailto:Stilson4283@yahoo.com)

Chris has already joined up with the track gang out at the museum. He is interested in Rolling stock restoration; Trips; Library; Museum tour guide; Museum operations an Track car driver.

Change of Addresses

### Mike Roque' and Jessica Stallone

48 Easton Circle  
Henrietta, NY 14523

### Paul Statskey and family

7334 Rose Ave.  
Wolcott, NY 14590  
315-587-2767

### John Stewart

86 Bonnie Brae Ave.  
Rochester, NY 14618  
704-8885; [rgvrr@rochester.rr.com](mailto:rgvrr@rochester.rr.com)

### Joe Werner

48 Easton Circle  
Henrietta, NY 14623  
321-1876

Phone number change:

**John Spangenberg's** new number is 585-586-5749; [JSpangan@rochester.rr.com](mailto:JSpangan@rochester.rr.com)

\* An interview with Jessica Stallone, with photograph, appears on Page 5.

## 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

## Young Railfans Dates:

Sat., Aug. 13 10 Am - 3 PM

Sat., Aug. 27

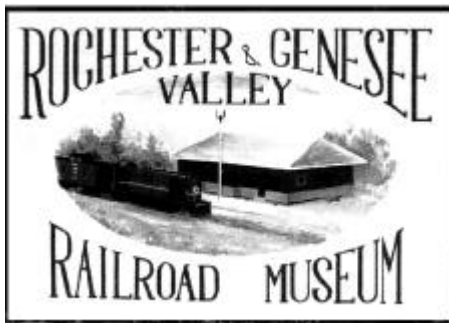
10 AM - 3 PM

Sat., Sept. 10 1 PM - ?

(End of Summer Picnic!)

Sat., Sept. 24 10 AM- 3 PM

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



## MUSEUM MUSINGS

by Dale Hartnett

Who are the most likely people to visit a museum?

That's an important question for those of us who are trying to increase our museum attendance. If we can identify and target the right people with our message, we improve our chances of having more visitors.

According to national research firm Simmons, an estimated 23.9% of all adults in Rochester visited a museum in the last 12 months. By age, the most likely Rochesterians are 18-34 (14% above the market average), followed by adults 35-49 years old (1% below market average) and those aged 50+ (11% below average).

Households with children didn't rock the charts – they were only 1% above average.

Perhaps the most promising statistic is that nearly 61% of all people who rode a train on a trip in the last year also visited a museum!

Don't get too excited about that last number. While train riders are also museum visitors, there aren't that many of them. Train riders accounted for only one in 18 of those who visited a museum.

Simmons estimates that 183,000 Rochesterians visited museums in the last year. Our museums' attendance is in the 5,000 range. The good news is that there's lots of room for us to grow. The bad news is that we have a lot of work to do if we want to improve our numbers. (We don't even have half the train riders!)

Our next step would be to compare our profile against the market. Where are we strong and where can we improve?

If I had to guess, I'd say we do better than most museums with families and I'm pretty sure we hold our own with folks who take train trips.

But there are still many challenges:

How do we reach other prospects and how do we reach them economically?

How do we make sure that our museum experience is absolutely top-notch every time

>>>

## 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

someone visits?

How do we get other people to "spread the word" about what we have to offer?

Let's figure out what we're doing well and keep doing it. Let's also take a look at areas that need improvement and work on them.

We all put a lot of effort into making our museums special. What a shame it is when someone says, "I never even knew you were here!"

## "Rails to the Adirondacks"

**Saturday, October 22, 2005**

This is an all-rail one-day excursion to ride Amtrak and the Adirondack Railroads.

Rochester riders would leave Rochester at 7:32 AM on Amtrak #280. On arrival in Utica we will transfer to the Adirondack train.

The first stop is at the newly reconstructed Remsen Station, where we will explore the station, historical items therein, and static displays of railroad equipment -- including the first Alco RS-3 locomotive purchased by the New York Central. A photo run-by is also scheduled.

After reboarding, purchased box lunches will be distributed as we travel to Thendara. Here the locomotives will do a run-around and we return to Utica. Another photo run-by is scheduled.

Our return to Utica is about 45 minutes before the arrival of Amtrak #283 that will take us back to Rochester. During this time, you can enjoy exploring Utica's Union Station, which is now an intermodal transportation center. Rochester arrival is 8:25 PM.

Cost is \$85.00 per person; Seniors (62+) is \$82.00. The box lunch is \$10.00 additional and ordered at the time when purchasing your tickets. Parking is free at Rochester's Amtrak Station.

Jim East has volunteered to coordinate the Rochester end. Because of space limitations on the Amtrak train and Buffalo and Syracuse Chapters participating, he needs to keep a passenger count, so will only take phone calls at 585-377-5389. A

>>>

## Motive Power Report

by John Redden

Kevin Klees reassembled the flywheel drive assembly for the Plymouth locomotive, and Jeremy Tuke and Kevin have reinstalled the assembly. Kevin has manufactured new pivot pins for this part of the transmission, and the clutch lever has been re-connected to the assembly. The locomotive is now nearly ready for the re-installation of the fully rebuilt Buda gasoline engine. Stay tuned. Current plans are for the disassembly and cleaning and lubrication of the remaining (front) axle bearings. Thanks to Rand Warner for offering to locate some vintage headlights and other hardware for this locomotive.

The team of Mike Dow, James Johnson, and Dick Holbert have been working on the 211. The electric fuel pump has been fully rebuilt and reinstalled. The engine was subsequently pre-lubed and started for the 2005 season. Work continues on the locomotive, with hopes of using it for Diesel Days 2005.

Norm Shaddick has serviced the batteries for the former U.S. military locomotives 1654 and 1843. James Johnson and Norm also worked on the 1654 electrical system. A problem with the emergency engine shut-off switches was diagnosed, and plans have been made to correct this situation by replacing a pair of corroded switches.

Dick Holbert has repaired the radio power relay on the EK-6, and has also effected repairs on the battery charger for the 1654.

John Redden has completed the installation of the new fuel tank and related plumbing, on the NKP 79, with the help of several Chapter Members. Fresh fuel was added, and the fuel pump was able to raise and maintain good fuel pressure.

A hearty THANK YOU to our Motive Power Volunteers, for their continuing efforts to keep our fleet of engines in good repair.

deadline of 2<sup>nd</sup>, may be extended to Sept. 15<sup>th</sup> depending upon space but we expect the train will fill rapidly.

## Library Report

by Charles Robinson, Chair

The library will be open Monday evening August 22 between the hours of 7 to 9 PM for general use. **Come on out and see our new roof!!**

Yes, the library is to receive a new roofing job in August barring any unforeseen circumstances. Thanks to the efforts of Bob Miner, Dave Luca, Eric Drum, Jeremy Tuke, John Stewart, and John Redden who came out on the hot Monday afternoon to strip the old roofing material from the library, the roof has been prepared for the contractor to put on the new roof. As a precaution, a large tarp was placed over the building to prevent water leakage if a rainstorm should occur.

The library staff plus help from others placed plastic sheets over the bookcases and the miscellaneous boxes in the library building. The library chairman returned the following days to improve this coverage with the purpose of protecting the materials in the event the tarp did not entirely prevent leaks.

The work on listing our rail photos continues with Jerry Gillette doing the computer work and Bob Miner and the library chairman helping to identify the photos. The photos are being placed in sleeves in numbered albums for easy access. I am certain our attempts to identify the scenes needs improvement and anyone spotting an error or an incomplete entry should inform the staff so the current photo information can be corrected.

Gale Smith continues to catalog (and read!) the many books in the recent donation made by John Stewart from his library.

It is needless to say we at the library greatly appreciate the efforts of the members of the chapter who have contributed so much to the work of preparing the library for its much needed new roof and for making the contractor arrangements. **Applause!!**

You are welcome at the library to look at our newly prepared albums of rail photos and to admire our new roof.

## It was a HOT Day, but job is done!

Taking a Bow! Bob Miner, John Stewart, Jeremy Tuke, Dave Luca and Eric Drum pausing for a photograph while removing the old roof from the Chapter's Library Building in Webster, NY. (Janet Dittmer photo)

Finally, the tarp goes the building in preparation for the new roof installation. (Jeremy Tuke photo)

## Chapter Library Getting New Roof!

This group of volunteers worked on Monday, August 1<sup>st</sup> to tear off the old roof of the Chapter's Library and Conference Center Complex in Webster. A new rubber membrane roof is slated to be installed later in the week.



Dave Luca headed up the project, assisted by Bob Miner, John Stewart, Eric Drum, Jeremy Tuke, John Redden and Rand Warner.

Prior to the tear-off, the skylight was removed and replaced with plywood, and repairs were made to one side of a cupola — both were trouble spots for leaks.

(Photo by Janet Dittmer); Information by Jeremy Tuke.



## Chapter seeks COLOR Rochester Subway photos for calendar

by Chris Hauf

The Rochester Chapter is planning on publishing an all color 2006 Rochester Subway calendar this fall as another way to commemorate 2006 as the 50<sup>th</sup> anniversary of the end of service on the Rochester Subway. To do so, we need to find images to use for the calendar so we can get them printed and available early this Fall. The Chapter has a few color images in its collection that are both color and calendar worthy, but we need some additional images. Do you have a color image or images you might be willing to share and see published in the Chapter's 2006 calendar? You will also receive a free calendar if your image is used.

Images will be scanned by the Chapter since the calendars are produced digitally. The originals will be quickly returned to the owner once the scans are complete. Images need to be color and high quality (good exposure, sharp, etc.). Prints or slides are both acceptable. If you have something you would like to contribute, please contact Chris Hauf [chauf@rochnrhs.org](mailto:chauf@rochnrhs.org) or (585) 381-8583.

## What an Experience

by Rand Warner

At our Thursday, June 16<sup>th</sup> Membership Meeting, we were treated to operation of two trains — our trusty center cabs and steel cabooses — with both trains controlled and properly separated, in both directions, by **our own signal system**.

You could actually interpret which train was where, and when, by watching the signals.

Boy, did those signals ever look good as twilight came on with the sun setting in the west.

WOW!! We sure are blessed.

## Wanted For ...

... Burro Crane: Magnet and generator  
 ... Army Loco #1654: Batteries  
 ... Depot: Brass spittoons and wooden barrels  
 ... NYC Crossing shanty: Prototype watchman's equipment  
 ... RL&B Interurban #206: Interurban knuckle couplers and trolley poles  
 ... Track Dept.: Relay ties and switch timbers, ballast, rip-rap, 130# switch #10, Rail end wheel stops  
 ... Line Car #01: Tongue and groove siding  
 ... EK#6 locomotive: Schoolbus yellow paint  
**Contact: Rand Warner, 585-425-8586.**

## An Interview

### Jessica Stallone

Jessica Stallone was born and raised in Yonkers, New York, Jessica's earliest experience with trains was riding the NYC subway system. As a young girl she always loved riding the subway from the Bronx to Manhattan and back.

She moved to Rochester in 2001 to attend RIT where she earned her Bachelor's and Master's Degrees in Information Technology. She was the Treasurer of the RIT Model Railroad Club for two consecutive years and has been involved with the museum since 2002.

She currently works as a Web Developer at RIT and Technical Services of New York, her web development firm. She is also the Development Coordinator for RAILROAD.NET.

Jessica actively participates in track work, track car operations, equipment restoration and various other activities. You can find her working hard with the track gang on most Tuesdays and Saturdays during the summer.

Now Jessica has added the duties of Membership Chair to her resume!

## Joint ESPA and RRTC Meeting: Tues., Aug. 16

Local members of the Empire State Passenger Association (ESPA) and members of Rochester Rail Transit Committee (RRTC) will be meeting on Tuesday, August 16 from 7:00 to 9:00 PM at the 40 & 8 Club on University Ave.

Bruce Becker, President of ESPA is the guest speaker who will update attendees on various aspects of Amtrak and its influence on western New York residents.

Interested persons are invited to sign up for e-mail notices by contacting: Dave Luca at [daveluca@frontiernet.net](mailto:daveluca@frontiernet.net) or 585-288-0318.



(Mike Roque' photo)

## Luxuries

by Rand Warner

It really is a blessing to have hot water in the Depot restroom — for both our guests and our volunteers.

This is a luxury even undreamed of in our early days of resurrecting the Depot from ten years of abuse, neglect and vandalism before we took occupancy.

Thanks to Dave Luca for making this nicety a reality.

Now if we just had our shower stall hooked up and operational to support those blitz parties in the scorching hot weather!

## Substation and Electrification

Rand Warner, Coordinator

At a recent meeting with Niagara Mohawk, we have agreed to go underground to their pole to eliminate charges for our service upgrade.

We will be digging a new trench for the 3-phase AC to come in. Scott Gleason directed the pulling of our DC output lines through the existing trench and conduit.

Jim Johnson, Dick Holbert, Charles Harshbarger, and Bill Chapin have completed much of the AC and DC wiring in the substation room.

Dick Holbert is working on DC instrumentation for voltage and current monitoring.

Dan Waterstraat's AC power indicator and key lockout boxes have been mounted near the substation room entrance door.

Rand Warner has procured several versions of easements for NiMo from BOCES, and has picked up a 350 amp breaker from Geneva.

O'Connell Electric has supported our NiMo meetings, is ordering parts for their contacted effort, and may be able to help us with materials for the second trench.

Rand Warner is extending the double rail bonding system throughout the length of our active trolley overhead.

## Shows, etc.

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

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

**Nov. 13:** Batavia Train Show/Sale. Location unknown at this time.

**The two store occupied train displays at Medley Center (former Irondequoit Mall) have been requested to vacate by end of August. Not much time to see them!**



by **Harold Russell**

*(Continued from July issue)*

### **Boarding**

Passenger boarding began at 3:00 PM. We found the passenger cars arranged on each side of the platform. The train crew was available on the platform to usher passengers to their proper car and seats. The car numbers are also prominently posted on the platform columns to ease this process. Storage racks for carry-on luggage are located at the entrance of each car. The seating also has ample overhead racks. Each passenger is provided with a small pillow and a small lightweight blanket. Seasoned Auto Train passengers also bring their own larger pillows and a sweater. About 3:30 the vehicle carriers were switched onto the end of the passenger cars and the two strings of passenger cars were assembled. This was done so smoothly that it was hardly noticed. Besides the coaches, sleepers and vehicle carriers, the train had several dining and lounge cars plus 'crew cars' with sleeping accommodations for the crew. Departure was at 4:00 PM with the train quickly accelerating to speed. Each car has an attendant who explained the various aspects of the Auto Train, answered questions, etc. This attendant must cover several cars and after the initial meeting he (she) is not seen very often. There is a call button, however.

### **The Trip South**

We initially found the car cold on the trip south. The attendant was unable to raise the temperature admitting he did not know how. I found the crew chief, Larry, who readily adjusted the heat to our comfort. The route south passes through Quantico, Fredricksburg, Richmond (6:00 PM), Virginia; Rocky Mount and Fayetteville (9:00 PM), North Carolina. The only stop for the Auto Train is at 11:30 PM at Florence, South Carolina where the engine is fueled and the engine crew changed. The train continues through Charleston, SC (1:00 AM); Savannah, Georgia about 3:15. Jessup, Georgia; Jacksonville, Florida at 5:20 arriving at Sanford, Florida at 8:30. In the early part of the year daylight lasts till about 6:30 PM and dawn comes about 7:00 AM. Part of the fun of riding the train was looking out the window at the various communities. In some instances, the train traveled parallel to the main street of small towns. Trying to determine where you were in the dark was an

interesting pastime. The usual telltale indications were business and road signs. The train traveled at maximum speeds I would estimate at 70mph. It slowed for passing sidings or through towns or within yard limits. Only once did it stop on a passing siding and then for only a few minutes. The average for the 855-mile trip speed was about 52 mph. The ride south was a very rough with the car lurching side to side as the train entered and left the curves. Sleeping was difficult as a result. Fortunately, empty seats allowed us to spread out over two seats. The seat divider, while flush with the cushion top, was hard to lie across. The pillows we brought solved this problem.

### **Dinner in the Diner**

The dining car experience exceeded my expectations. The train's public address system announced our mealtime and we proceeded to the diner that was five cars away. Passage from car to car can only be done on the upper level. The doors between the cars open easily by tapping either a waist high or toe level touch pad. When traveling down the car aisles, it is advisable to hold onto the overhead luggage racks. The dining section occupies the top of the car while the kitchen facilities are located on the lower level. A dumb waiter helps in the serving. The service consisted of a plastic tablecloth, plastic dishes and metal utensils. The headwaiter seated us with another couple at a table for four. We were given a menu with choice of one of three entrees, drink and dessert. All were ordered at the same time. Wine was served from a carafe. The American Orient Express this is not. However, the quality of the meal exceeded my expectations. The waiting staff was courteous, efficient and attentive. Possibly one of the benefits of the 9 PM seating is being offered seconds! We declined. I always enjoy being seated with strangers. With one exception (a dinner-mystery train ride in Ft. Myers, Florida) this has always proved to be an interesting and friendly experience. On this trip the gentlemen across from me spilled his wine twice. With plastic tablecloths and a lurching train the way the wine would flow was problematical. Fortunately, the wait staff was alert with ample towels to stem the tide each time. No one got wet.

### **Lounge Car**

A lounge car is coupled next to each diner. It features full bar service and snacks. Current movies are shown twice each evening. The train had two diner-lounge car combinations spaced one-third the way along the train. One pair primarily served the sleeper passengers and the other the coach

passengers.

### **Breakfast**

A Continental Breakfast was served between 6 and 8 AM. No reservations were required and passengers were seated as they arrived. Breakfast consisted of fruit, cereals, pastries plus your choice of beverage - all in ample supply.

### **Arrival**

Arrival at Sanford, Florida was about 8:45 AM. Passengers assembled at the depot to receive their vehicles. The Sanford depot is not as large or as eloquent as the one at Lorton. Much of its facilities for waiting passengers are located outside but under a roof. The auto carriers were uncoupled and quickly switched to their unloading tracks. The auto carriers were stacked again in geometry similar to the loading. Two ramps were used to simultaneously unload the cars. A large staff of car porters delivered the vehicles at a rapid pace. We received our car in about 45 minutes. I understand that the last vehicle typically emerges in about two hours. There is no way to determine whether your vehicle will be first or last. It is more a matter of roulette.

### **Return Trip**

Sanford is an interesting town with a renovated downtown featuring many interesting shops and excellent restaurants. We bought several items too big for an airplane and safely stowed them in the car for the return trip. Since we had left our lodgings by 10 AM, we had about four hours to spend before our intended arrival at the Sanford depot. The Sanford depot, located several miles west of town is adjacent to the I-4 expressway. The check in procedure at the depot was similar to Lorton's. We arrived at the depot a half-hour before the 3:00 PM deadline. Boarding the cars was announced at 3:00. On the return trip we benefited from a knowledgeable car attendant who gave us some facts about the train that day. There were sixteen passenger cars of all types with 316 passengers and nineteen auto carriers holding 113 automobiles, twenty-five vans and nine motorcycles. Motorcycles are fastened to their own special carrier. That day we had a four-person engine crew and twenty-six train crew. Two Genesis locomotives pulled us. (4000 hp each). The train's composition of cars varies daily depending on need. The return trip was similar to the trip south except the ride was considerably smoother. We arrived at Lorton at 7:15 AM but could not detrain until 8:00 when the depot employees were scheduled to arrive at

*(Continued on Page 7)*

## Auto Train *(Continued from Page 6)*

work. As opposed to Sanford, the vehicle unloading proceeded slowly. Luckily, our car came off in about ten minutes. We had intended to take the expressways through Washington and Baltimore to Harrisburg on this return trip instead of traveling west to Rt 15. After all it was Saturday and the traffic should be minimal. Looking up, we saw that I-95 was a parking lot. We therefore returned by the same way we came. The first snowstorm was encountered at Lewisburg, Pa. After several stops, we arrived home at 7:30 PM.

### Next Time

Now the question remains. Would we do it again? We found that the passengers we talked to enroute fell into three categories. They hated airplanes, were afraid to fly or loved trains or a combination thereof. Most lived within four driving hours from Lorton. I liked the train ride but found the driving to Lorton during the uncertainty of winter conditions a little more than I liked. In the future if we want a train ride, we will use



## Editor's Corner

I sent my apologies to Harold Russell for 'messing up' his article last month. It passed two spell checkers, but I forgot to proofread it aloud, where I catch more mistakes than by sight reading. Harold left me off the hook—this time. Where you saw ( ), the Registered mark (encircled R) was to have been.

Such 'goofs' can make interesting, and sometimes, amusing reading.

## FWD Truck

*by Rand Warner*

Congratulations to Rick Israelson on our FWD, four wheel drive, six cylinder, heavy duty truck, formerly of the York Department of Public Works.

Tuesday evening, 19 July, Rick had the truck running well, and put on many pleasant trips up and down the length of our long driveway through the construction area on the west side of LA&L RR.

Another one down the road for R&GVRM. They really do rise from the ashes. Again and again.

There's still much work remaining, but that evening surely was a major victory and break through!

## Construction & Equipment

*by Joe Scanlon*

The big dig resumed on Saturday July 30, 2005 with a shovel - truck operation. The frequent heavy rains over the past month have prevented us from starting earthwork earlier, so the dirt gang went at it with a vengeance that Saturday. With the use of a loaned hydraulic excavator, the 2 Army dump trucks and the Vitale White ten-wheel dump dirt flew up on the hill North of the Restoration building. The CAT D7E dozer leveled the fill and our Galion 3-wheel roller sealed everything off. John McDonald, Scott Gleason, Bill Blaesi, Dan Waterstraat, Charley Harshbarger and Joe Scanlon manned the equipment in an impressive show of know-how teamed up with horsepower.

In the heavy equipment fleet, Art Mumery has the track put back together and Dan Waterstraat installed the exhaust system on the Bucyrus Erie 20H excavator recently. Art plans to replace the teeth on the excavator bucket and then we should have ourselves one brawny excavator.

Rick Israelson has the FWD former snow blower truck operational and ready to assume its new identity as a heavy equipment service truck.

Joe Scanlon is refurbishing the pony motor on the recently acquired CAT 12 grader.

Ryan Johnson and Dan Waterstraat double-teamed the recently acquired Euclid 65TD haul truck, swapping the faulty blower



The BIG DIG continues at the North end of the Restoration Building. *(Mike Roque' photo)*

for one borrowed from our Allis-Chalmers HD-20 bulldozer. By early afternoon that Saturday, they had a Detroit Diesel 6-110, 350 horsepower engine growling and eager to haul 27 tons of earth for us! Since then the "Euc" has been driven into the equipment yard and the hoist raised so that everyone could appreciate the size of our monster truck. With a little tweaking of the steering system we should have 'heavy metal' rolling down the haul-road with payloads for our fill area soon!

If you're not out at the depot on Tuesday nights or Saturdays you're missing out on all of this excitement! If you have an interest, come on out and lend a hand. No experience is required - just a willingness to help out. We'll provide the training, you bring the elbow grease!

Thanks to KBH Construction of Scottsville NY for the loan of the Case 3010 hydraulic excavator!

## Parking at Industry

We need to keep all equipment (including our vehicles) at least 15 feet from the center line of the LA&L. This means that no part of our vehicle should extend past the railroad tie bumpers in the parking lot. *This is a special concern for those who back into their parking places.*

Also please park only on the east side of the parking lot. This helps make it much easier to move heavy equipment around our property. And please don't park in such a way that your vehicle blocks vision to the east or west on Route 251. The sight lines are not great coming out of our parking lot and, unfortunately, some of the traffic tops the posted 35 mph by a good margin! [DH]

## Saturday Operations

To date, Saturday attendance has been good. As was hoped, a number of visitors have expressed an interest after seeing what our volunteers are doing with their projects. The Saturday visitations stop at the end of August.

## R&GV RR Marked Lanterns

R&GVRRM marked Star Brakeman's Lanterns are available again. Cost is \$26 (+tax) for lantern without battery; \$30 (+tax) with battery. Contact Chris Hauf (crhauf@frontiernet.net) if interested in purchasing one.

"The End of the Line - Rochester Subway" tape to be issued on DVD with extras. Details in next month's issue.

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:  
**Hop Aboard!!**  
*Enjoy OUR Railroad -*  
*Guests Welcomed!*  
**Thursday, August 18, 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.

**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				