



The Semaphore

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

February 2007
Volume 49, No. 6

Program for Feb. 15:

Railroading Across the Nation: What I did on my summer vacation

by **Dave Scheiderich**

Dave, a Chapter Member, will show views of his trips from Vermont to California. Many roads includes Class I, regionals and shortlines.

Meeting at: 40 & 8 Club, 933 University Ave.

Business meeting: 7:30 PM

Program to follow

Stores open before business meeting and during intermission

Guests and Prospective members ALWAYS WELCOMED!

Future Programs (Subject to change!)

2007

Mar. 15: *Member's Slide Night*

Apr. 19: *Rochester Branch of LV RR*, by John Stewart

May 17: *Montour Railroad*, by Bill Bigler

June 21: At the Depot, Industry

July 19: At the Depot, Industry

Aug. 16: At the Depot, Industry

Sept. 20: *Buffalo Central Terminal* by Bill Bigler

Oct. 18: *Keys, Locks and Lanterns* by Jeremy Tuke

2007 Escorted Rail Journeys Announced: Pages 3 & 6.

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, February 18, 2007

Library phone: 872-4641

Year End Party - Thank you!

by *Chris Hauf*

With over 45 guests, the Chapter's Year End Party was a great success! Thank you to everyone that came out, braved the cold weather, brought a dish to pass, and had a really fun time sharing our museum with your fellow Chapter members and their families. I also want to extend a special thank you to those who helped us make the party happen! It was certainly a team effort!

And with a look toward our next Year End Party — we promise next year's party will include train rides. With so much track work underway, really cold weather and several of our freight cars stored on the main track north of Switch #6, it just was not possible. For next year, however, it is our goal to have a special ride out of Industry Yard, up the hill past Switch #6, throw the switch and then head south up Track #6, #7 & even #8 to bring our train to a stop at the doors of the Restoration Building! No need to walk! **You can go by train!**

Now we need to finish the Restoration Building yard and we will need your help this year to do so! Please stay tuned for more details on how you can help us in 2007 to make this happen.



To prepared for the Year End Party, Jeremy Tuke got our R&GVRRM's Bobcat 610 skid steer loader to do some snow plowing showed here clearing the parking area south of Route 251. Our bobcat is actually equipped with a snow bucket which makes it well suited for this task.

For this summer to handle digging and stone work we want to do, we are looking for a dirt bucket for the Bobcat. Can anyone help us find one for this older model Bobcat? If so please contact one of the managers. *[Chris Hauf photo and caption.]*

Rochester Chapter, NRHS is pleased to announce a trip on the **Tioga Central Railroad**, in scenic Northern Pennsylvania. The excursion includes round-trip motor coach from the Rochester area, a four-hour, 64-mile round-trip train ride, and, of course, dinner on the train.

Date: Saturday, June 30th.

Price: \$85.00 per person. This includes deluxe motor-coach round trip, the train ride, dinner, snacks, and gratuities.

Our meal will consist of a barbeque dinner, with all of the trimmings. Included will be a combination of barbeque chicken and ribs, green beans with pearl onions, scalloped potatoes, dinner rolls and butter. Dessert will be a selection of strawberry shortcake, and homemade pies. Beverages will include lemonade and iced tea. Please note that certain side dishes may be changed due to availability.

We will be departing from the "Park and Ride" parking lot, located at Rte 390, exit 11, at 1:00 p.m. sharp. The estimated return time is about 11:30 p.m.

The Tioga Central Railroad operates on a portion of the former New York Central's Pennsylvania Division between Wellsboro, Pa. and Corning, N.Y. The railroad uses diesel locomotives, all of which were built by American Locomotive (ALCO) of Schenectady, NY. Weather and schedule permitting, there will be one or two photo-runbys. In addition, **Dinner**

(Continued on Page 2, Col. 2)

Library Report

Charles Robinson, Chair

The February open hours for YOUR use will be **Sunday afternoon February 18** from 2 to 5 PM. Our heat is NOW working so come on out to read your favorite railroad stories in our extensive collection of railroad magazines.

Recently our furnace sputtered, popped and went bang and the heat went off. Apparently the igniter delayed in starting the flame and gas build up with enough accumulation to have a minor explosion. Prompt attention by Bob Miner got the furnace repairman to the scene who diagnosed the problem as being caused by a faulty igniter that they recently installed. Thus the repair cost us nothing and the heat is back on.

The library staff has now switched their attention to finding and listing duplicate books in our collection. We will retain a duplicate of the important books on our shelves and these will be stored in the warehouse as replacement if the book on the shelf is lost or comes apart. Those remaining will be disposed of. No use lugging any more books up the stairs to the new location of the library in the 40&8 Club.

At this time, Jerry Gillette and the library chairman have worked their way through most of the books and Jerry has been preparing a list of the duplicates as an aid in deciding what to keep and what to dispose of.

Bob Miner has been searching for duplicates in our tape collection and is identifying them.

The library chairman does not feel qualified to decide what railroad books or tapes should be backed up with a duplicate in storage. Of course the electric line books he can handle. We need to form a committee of a couple of individuals to help decide these matters.

The library chairman has made repeated trips to the new location at the 40&8 club to examine features of the proposed site so that we can adapt the location to our needs before moving.

Gale Smith continues to enroll more newly arrived books in the computer listing and is reviewing some of them.

The library is still intact and our entire collection is available for use. Moving will disrupt the availability of the collection.

Hope to see you at the library, Sunday afternoon, February 19.

Train (cont'd from Page 1)

schedule-permitting, we will operate over some rare mileage, between Wellsboro Junction, and the village of Wellsboro.

Reservations may be sent to:

John Redden
104 Courtshire Lane
Penfield, NY 14526
(585) 388-9124

Seating is limited, so early reservations are strongly encouraged. We must have your reservations no later than June 16.

All proceeds will go to the Rochester Chapter NRHS, a registered non-profit corporation dedicated to the preservation of Rochester-area railroad history.

Call for Photos - 2008 Calendars

With our 2007 Rochester Chapter NRHS full-color Rochester Subway calendar sold out, we are quickly turning our attention to getting our 2008 calendar offerings ready to print in the spring when we can take advantage of some better printing discounts. Typically we have published one calendar, but with the ability to print small quantities, we could offer one, two or even three different calendars for sale.

For 2008, we would love to be able to offer another full-color Rochester Subway calendar. We already have the start of some good content for a full-color Greater Rochester area railroading calendar in the 1950s and 1960s. And in the past, we have had success with a full color Rochester & Genesee Valley Railroad calendar.

Have photos in the categories above? Have an idea that you think would have a market and have the photos to back it up? We would love to hear from you. Since our calendars are done digitally, any film images you might want to contribute will be scanned and quickly returned to you. We also welcome digital images, however, they need to be high quality, 4-megapixel or better images.

If you have something to contribute, please contact Chris Hauf (chauf@rochnrhs.org 585-381-8583) before sending your images in to insure we can use them. Your help is greatly appreciated as our calendars are very popular, help to raise funds for the Chapter, and help to carry out our mission.

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

Please welcome our two newest members:

David Chapus

53 Amity Street
 Spencerport, NY 14459
 349-1269

David_chapus@nywd.uscourts.gov

Although he is a new member, David has already been coming out to the museum to help out.

Ed Ramsperger

181 Belcoda Drive
 Rochester, NY 14617
 338-1364

depdare@yahoo.com

Ed is interested in Rolling stock restoration, trips, the library, historical construction equipment, and museum/track car operations.

Over 80% of you have already renewed your membership. We thank you for your continued support and involvement. You should have already received your new membership card. Please contact the membership chair if you have not.

If you did not already renew, please take the time to renew your membership now. You must renew by March 15, 2007 in order to continue receiving *The Semaphore*. Without renewing your membership or your *The Semaphore* subscription, March will be the last *The Semaphore* issue you receive.

If you need a replacement renewal form, please contact the membership chair.

Jessica Stallone
 Membership Chair
 membership@rochnrhs.org

Chapter & National dues

Regular: \$42.00

First family member: \$11.00

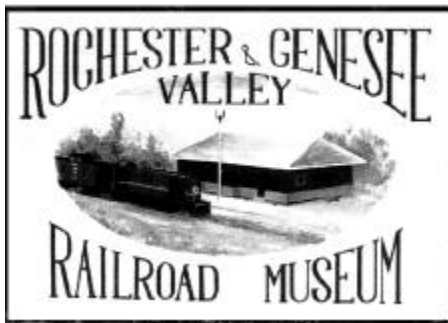
Additional family members: \$4.00 each

Local member: \$20.00 (Primary membership in another Chapter)

Subscription to *The Semaphore* only:
 \$10

Contributors to this issue

Bob Achilles, Jim East, Chris Hauf, Chris Hausler, Lynn Heintz, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as indicated.



Motive Power Report

by John Redden

Gasoline Locomotives:

Plymouth BL: Progress on the Plymouth locomotive continues. One cab side sheet has been completed with all the holes drilled and a reinforcing bar riveted onto it. This bar stiffens up the edge of cab side near the operator's location. The new instrument panel has been temporarily mounted so that electrical wiring can begin. Once the cold weather departs, additional painting and sheet metal work will continue.

The Plymouth was used during the year-end party, on a particularly cold day, to give short rides inside the restoration building. Chris Hauf's videos of earlier test runs from November are now up on the web site.

Hopefully later this year the sheet metal and electrical work will be completed and the Plymouth can be moved out onto the mainline for more test runs.

Steam (and other) Locomotives: We had very well-attended Steam Team / Motive Power meeting on the first Saturday of January. We discussed a variety of Motive Power topics for about an hour, and then adjourned to work on the locomotives. For the first time in this author's memory, we had simultaneous work being performed on no-less-than four locomotives. Dave Peet checked out the 1654 number one prime mover, for replacement of its broken fan belts. Thanks to Dave for offering to order these new belts. Joe Nugent, Luther Brefo, and Mike Roque' installed the head gaskets and heads on the 1941 number one prime mover. These heavy castings were transported down from the Restoration Building by the team of Jerry and Scott Bertoldo, John Redden, and Matt Tuke. Up in the building, the father / son team of Jerry and Scott worked for several hours on paint removal from the roof of the BNY 12. Rand Warner and Matt also stripped paint from the cab, while Ron Amberger and Joel Shaw worked on the front pilot beam plate, cleaning and priming it. Finally, Kevin Klees continued his superb restoration work on the Plymouth.

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



With the mechanical restoration pretty much complete, attention on the Plymouth BL locomotive has turned to its cosmetic restoration and specifically, the fabrication of all of the cab and hood sheet metal. With the metal already purchased, the first installed panel is shown installed on the cab here (middle of the picture) with the next panel on the ground (rear of the engine) awaiting fitting and installation on the other side of the cab. The BL's new instrument gauge panel can also be seen installed along with a temporary numbering signs. The R&GVRRM has decided to number the Plymouth as its #1. [Chris Hauf photo and caption]

So for a while on that day, we had upwards of a dozen people working on four locomotives, which was a great way to start the month!

Later in the month, Luther and Joe continued their work on the cab interior of the 1941, and Dave Chapus worked on the cab of Engine 12. In addition, Nick Stanley, a Mechanical Engineering Technology major from RIT, as well as Ron Amberger, measured up the boiler on locomotive number 12, so that we can get quotations for its replacement. Matt Tuke took some smokebox fasteners home, for paint stripping, and John Redden took home the two new Heisler coupler buffer blocks for painting.

All things considered, we had a rather productive January.

Thanks to: All of our Motive Power Volunteers, and also to Kevin Klees, Ron Amberger, and Norm Shaddick for their input to this article.

Also, thanks to Chris Hauf, Joe Scanlon, and Pete Gores for various Motive Power leads.

Chapter sponsored 2007 Escorted Rail Journeys

Pre-Christmas escorted trips to New York City via Amtrak.

Trips prices have not been confirmed, but it is necessary for us to make reservations 11 months in advance. Thus the prices herein were for 2006 (\$650 to \$775 per person, double occupancy); anticipate a 6% increase.

This includes coach fare on Amtrak, hotel, transfers Penn Station; 2 or 3 breakfasts, 1 dinner, baggage handling, taxes and orchestra ticket for Radio City's Christmas show starring the Rockettes. If you are interested in a Broadway show instead, Jim will assist you.

#1: Thursday morning, Nov. 29 to Saturday evening, Dec. 1

#2: Friday morning, Dec 7 to Monday evening, Dec. 10

Great Homes Spring Trip to Newport, RI, Foxwoods, Hyde Park, NY

May 29 through June 1 (4 days, 3 nights)

(Continued on Page 6, Col. 1)

More Info on Dinner Train

The Chapter is planning another bus trip to the Tioga Central in Wellsboro PA on June 30th, 2007. This is the same trip many of us took about 7 years ago.

Reservation information will be in this month's *The Semaphore*, and we will also send out details via email in the next few days. We are limited to 100 people, so it will be a good idea to get your reservation in early.

We will be offering this trip to our regular excursion clients and the general public, as we did in the past.

Stay Tuned!

John Stewart

2007 National NRHS Convention

"Chattanooga Rails 2007", the 2007 National NRHS Convention, is August 21-25.

Pre-registration (\$15) can now be made. Write to Chattanooga Rails 2007, 2025 Zumbahl Rd., PMB 87, St. Charles, MO 63303-2723. Consult your October issue of *NRHS News*.

You should find a pre-reservation form insert in this issue.

NRHS National Office Damaged

On Saturday night, February 3, the national office suite suffered water damage from a broken pipe on a higher level of the Robert Morris Building. The building management took immediate steps to control the situation, and a damage mitigation contractor was on site within hours.

Initial surveys indicate that damage to the NRHS contents was not severe. One library bookcase was quite wet; the books are being professionally dried. Some film cans got wet, but the moisture did not penetrate.

However, office operations will be disrupted during the week as contractors work to dry carpets and deal with damage to walls and ceilings. During this period, there will be periods when responses to mail, e-mail and phone messages will take longer than usual.

Dues transmittals and other business transacted by mail should continue to be sent as usual. However please defer non-essential e-mail and phone communications.

During this winter, permanent repairs to be building will be made, but the office does not yet know the schedule or extent of the future disruptions.

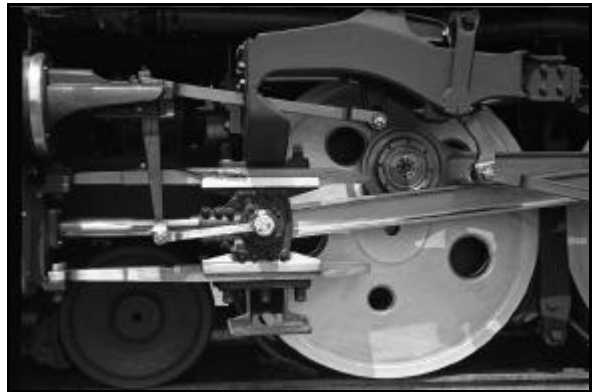
[NRHS web site]

Mystery Photo

How did you do with last month's mystery photo? Surely most of you recognized the locomotive as one of the 10 streamlined Hudsons the New York Central System purchased in 1938 for the *Twentieth Century Limited*.

In fact, as you can see by one of the two photos shown this month, it was number 5451. These photos were taken at the 1939 Worlds Fair in Flushing, New York. The young lad in the photo of the front end and the photo of the cab is chapter member John Marshall and the photos were taken by his father Donald Marshall. John remembers that his father had to exert a great deal of persuasion to get him up on the pilot that day. Surely today we would all leap at the opportunity!

We could use more photos to for this mystery photo series. Hopefully they would relate to the Rochester area and involve someone in the chapter. If you have something please give us a call. We can take care of the text; all we need is the photo and the story.



NFR Convention: March 16-18

FWIW, RITMRC and the Lakeshore Division of NMRA are co-hosting the 2007 NFR Convention ("Flower City Flyer") on March 16-18, which will include clinics, local layouts and tour of the RIT Model Railroad Club and "Free-mo". This is a new concept in portable HO layouts: 'do what you want as long as 1) the table height and 2) end connections meet specifications'.

Chapter member Mike Roqué is chairman for this convention, based in Rochester.

Special Events for 2007
Sunday, May 20: Opening Weekend
Sunday, June 17: Caboose Day
Sunday, July 15: Trolley Follies
Saturday, August 16 and Sunday August 19: Diesel Days

Visit our Websites for color!

Our webmasters put current and past photos, in color, on the Chapter's two websites: www.rochnrhs.org, or www.rgvrrm.org

Shows, etc.

2007

March 10-11: Rochester Model Railroad Club Annual Show, First Universalist Church, 150 Clinton Ave South; Sat: 10-5; Sun. 1-5 *

March 10-11: Greenberg's Great Train Expo, Dome Center, Henrietta, NY *

March 16 & 18: Niagara Frontier Region Convention. Based in Rochester. Clinics and local layout tours. Mike Roqué is chairman. See story on the left.

April 28 & 29: Finger Lakes Railfair; The Field, NYS Route 34, 4 miles north of Route 13, Ithaca, NY. Info: karneysm@stny.rr.com. [*American Rail Link*]

April 29: The New York Central System Historical Society 2007 Convention will host a "Rare Mileage Trip" on this Sunday at 9:30 a.m. The 80-mile roundtrip from Lockport to Brockport and return. Price of \$45 includes a tour of the Medina RR Museum and box lunch. Phone 716-839-5570 or go to <http://www.nycshs.org/tripflyer2007.doc>.

[* Ref: *Rochester Model Rails*, Dec. 2006]

Railway Express Agency Truck

by Rand Warner

Lynn Heintz continues to work on our 1939 Ford, 1-ton REA truck He has come up with two hub caps hub caps and needs two more. He has found a distributor and coil, and is working on plugs and wires. We should be ready for a startup very soon.

Steve Huse has sand-blasted the cast oil filter assembly so it can be refinished.

Who Has Seen It?

By Rand Warner

We are looking for the small set of forks that came off our old, indoor Hyster propane forklift, when we dismantled it for part years ago.

These would be just right to adapt to our recently acquired Bobcat skid steer loader. So where are those forks now when we need them?

Who knows the Answer?

By Rand Warner

Where the former Pennsy crossed over NYS Route 20 at Flint, on a bridge, there is a rail siding grade and bridge abutments on the west side of the Pennsy and the south side of Route 20.

What was located on this siding at ground level to NYS Rte 20 here?

While you are there you can also enjoy the nice hiking trail that goes south of Stanley Jct. And north to Orleans where the water tank is still located.

Our own Tony Mittiga may have worked on this trail as part of his efforts with Ontario Pathways. Good location for a bike ride, too!

Wood shop taking form

by Rand Warner

David Chapus (new member/volunteer) and Rand Warner have assembled four new Delta woodshop tools, previously acquired by Chris Hauf. They include a tabletop jig saw, two tabletop bandsaws, and tabletop drill press.

We also have table saws, a belt/disc sander and a wood lath.

Soon they will all be mounted to be operational and useable for our many restoration projects. Chris Hauf had previously put together a large, heavy duty table for this purpose.

Safety & Security

by Rand Warner

Scott Gleason, Dan Waterstraat and Charles Harshbarger have installed posts and flagged cables across the entrance to our access road to the Restoration Building, located east of the Depot on NYS Route 251; and also at the Weaver property access road, which is still further east on NYS Route 251.

Now we have locked access to all our points of entry, on both the east and west sides of LA&L RR, covering our Northeast and Northwest Quadrants. A very good thing to accomplish!

Salesman of the Month

by Rand Warner

John Stewart gets the award this time, for arranging sales of our Cincinnati Drill and a large floor-mounted pedestal grinder. We will be keeping our Bridgeport mill, to run off the 3-phase power converter, as the next addition to our metal shop.

Chapter Sales on the eBay

by John Stewart

Our initial experience on eBay has been very successful. Based on that we are moving to the next level of selling, which is an eBay "Store". Our URL is : <http://stores.ebay.com/Rochester-Chapter-NRHS> It currently has new items that are offered at our sales table and PayPal store. Please spread this around where ever you can.

In the past I have donated railroadiana from my personal collection to be sold in our store. If you have items that don't necessarily fit in the Chapter's collection, but would like to donate for the benefit of the Chapter to be sold, please contact me. These could be model railroad or other railroad related items. These donations will be tax deductible.

If you think you have something, please contact me at rgvrr@s363.com

Good News for our Local Shortline Railroads

by Rand Warner

Recent news indicates a large ethanol facility to be built on the Falls Road RR of GVT at Medina.

Last year a large pasta factory started construction on the LA&L RR at Avon.

And before that, the R&S RR was blessed with a large transload facility at Calendonina.

Now if something would just fall out of the sky for Ontario Central RR and Ontario

Notariety??

By Rand Warner

Our Subway Car #60 is the lone surviving trolley car from the once vast Empire State Railways System that spread across much of New York State. Although badly weathered, the car was 99.99% complete when we moved it here, including all mechanical and electrical gear.

Our combined R&GVRM and NYMT fleet of five (count them) TrackMobiles is surely the largest collection in New York State, and may well be the largest museum collection in USA.

Our joint electrification program with NYMT has resulted in the first and only operating museum trolley ride in New York State. And this year we will be running not one but two Philadelphia & Western cars.

The combined R&GVRM + NYMT collection of interurbans is not only the largest in New York State but one of the largest in the Northeast.

When we get our Heisler fireless under steam (near future) R&GVRM +NYMT will be the only museum complex featuring operating steam, diesel, gasoline and electric motive power, and including critters and TrackMobiles.

We also know the R&GVRM and NYMT have the only rail theme museum to rail theme museum rail ride in the USA, and possibly beyond the USA.

Our Plymouth 7-ton critter from 1920 (we think) is quite probably the oldest critter around the USA, and is certainly the oldest operating critter in the USA at a museum.

Keep those cards and letters coming, folks!

Wanted

by Rand Warner

Good serviceable indoor/outdoor forklift: gas, diesel or propane. Rand Warner, (585) 425-8586.

Two hubcaps for the REA truck. They must look exactly like the photo.

Overall diameter: 11-1/2"; Reverse side opening: 9-5/8".



The only component needed now is a good radiator!

Contact: Lynn Heintz; <lheintz2@rocheser.rr.com> or 585-768-

Escorted Rail ... (From Page 3)

Double occupancy per person: \$595; Triple: \$555; Single: \$750.

Amtrak to Albany; motor coach to New London, CT; cruise on Sea Pony Tours; Foxwoods, CT with two nights in the Two Tree Inn; 2 breakfasts and 2 dinners.

Wednesday: touring the Marble House and Rosecliff.

Thursday: depart for Hyde Park, tour of the Culinary Institute of America followed by dinner there

Friday: depart for Vanderbilt Home and touring Hyde Park; Reinbeck Areodome for antique airplanes and automobile. Depart Albany for Rochester

Fall Foliage Tour: Lancaster, PA and the Amish Country

October 19 through October 22 (4 days, 3 nights)

Double occupancy per person: \$845; Triple: \$790; Single: \$1017.

Depart Rochester or Syracuse Amtrak Station to Albany, were reboard Amtrak for Lancaster and Hawthorne Inn.

Saturday:, tour of Amish country side and ride on Strasburg Railroad.

Sunday: depart for Hershey, PA and tours of the area.

Monday: depart Lancaster for NYC, and Rochester

More details next month. Contact: James East, 35 Cambridge Court, Fairport, NY 14450-9175; (585) 377-5389; raileast@rochester.rr.com. These trips sell out **FAST!**

Second Call:**Invitation to tour Buffalo Central Terminal**

by Lynn Heintz

Our members have been invited to the Buffalo Central Terminal for a special tour of the station. It will include areas of the depot not seen by the general public. The tour will be after April 1st and take 2 - 2 1/2 hours. A group of 15-20 persons at one time with a max of 2 tours on that day. There will be dark areas and climbing stairs; work shoes, a flashlight and jeans are advised. Please let me know by email or phone of your interest ASAP so the BCT Corp. can be advised and it may coincide with our Sat. work party, so, I will ask you to indicate a preference of Sat. morning or afternoon or Sun. afternoon. I will go with the general consensus.

Call: 343-3873, email: lheintz2@rochester.rr.com. (Lynn reports eight members have called.)

Editor: Matthew Altes, is a new member to our Chapter and likes to write and research railroads. He has submitted an article for the 20th Anniversary of a CSXT wreck south of Buffalo

His submission is lengthy; a condensed version is below.

Remembering the Chessie System (CSXT) Collision in East Concord, New York, February 6, 1987.

"In many examinations of history there only seems to be just "two" sides of any story; however, in today's reality we all realize that there are actually three sides to an issue. Our side, their side and what really took place to shape an historic incident. Instead, we should first investigate the accident, then decide the debatable issues.

"What the hell!" was the reaction of Louis Lalumia, 54, conductor on the southbound, ten car Sealand freight when it appeared around the curve. He and eight others survived, but two others on the northbound, twenty one car mixed freight did not. Killed in the crash was Sydney Smith, 45, and engineer from Salamanca. Mr. Smith was pronounced dead at the scene. David Varner, 52, from Punxsutawney, PA a brakeman on the same northbound train, later died at Bertrand Chaffee Hospital.

As we stand by the CSXT tracks in East Concord, it is a cold February morning. Clear, but very chilly this time of the year. We can see our breath swirl in the light of a new day. The time is 8:45 am, just two minutes from a horrific event in our history. If you are looking west, the track at your right, has a slightly higher grade, then the tracks to your left. There is a rumbling in the distance. Then some more rumbling, these sounds are coming from two different directions. Odd and deadly, for those at the scene.

The northbound freight, had just passed a siding three miles from their current position. They had no written orders to take this siding. They were given no word while collecting a few cars at a stop in Salamanca. In the mean time, one crew member disembarked from the train. He was Mark Ambuske, from Salamanca. Mr. Ambuske left the train to drive to Buffalo where he would drive some crew members back home. He and others made this a common practice. CSXT had noon problem with dropping crew members off, if they even knew about it.

Written and fax orders were the norm on the branch from Ashford Hollow to Buffalo. Because this was known as "darken territory": Darken territory was a section of track of track not govern by signals or

blocks. Everything for train movement was done in this old fashion way.

At 8:47 am the two trains come into view of each other. If eight of thee two trains applied their braking system, it would have been to late. There is no clarification in the NTSB (National Transportation Safety Board) if any brakes were used, which the author believes were never applied. The effort of applying any brakes would have been useless. The speed limit for that section was thirty miles an hour. The NSTB report was clear on regards to darken territory. Their report (version) is over seventy five pages of well detailed and very specified in their efforts to discover the cause, actions taken and what should have been done to avoid the incident again.

If a society member would like to see the report, go to their web site, www.NTSH.gov. You can see the full report or order a copy if you would like.

[Matthew is suggesting that an appropriate plaque be place at the sight to remember this event of 20 years ago.]

Anniversaries

by Rand Warner

In the 2006 year just completed, we have had every-year-use of our trusty EK#6 loco for 25 years, and ownership of our Erie Depot for 35 years.

2007:

15th Anniversary of joining of trackage connecting R&GV RM and NYMT in 2007.

70th Anniversary of formation of Rochester Chapter NRHS - the 5th Chapter in USA at the time. We are 4th oldest NRHS Chapter.

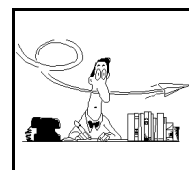
Book Inventory moved to climate-controlled storage

by John Stewart

The move of the books from Industry and Ridgeway Avenue storage was a huge success thanks to:

Darren Baun, Steve Huse, Chris Hauf, Rick Israelson, Bob Miner, Dave Peet, Terry Smith, John Stewart, Irene Szabo, Jeremy Tuke, and Charles Woolever

Also, thanks to John Stewart for the rental of the U-Haul truck.



Final Note: Escorted Rail Journeys are open to the public; some past patrons have already reserved; space is limited: so act now, if

Track car training info deleted for file size reasons. - Please visit www.rgvrrm.org for complete schedule.

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

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U.S. Postage
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Chapter Meeting & Program:
**Railroading Across the
 Nation: What I did on
 my summer vacation**
 by Dave Scheideerich
7:30 PM
Thursday, February 15, 2007
40 & 8 Club
933 University Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$10.00 after 1/1/2005 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke
Vice President: Robert Achilles
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The Semaphore Staff:

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

InterNet (World Wide Web) addresses:
<http://www.rochnrhs.org/>
<http://www.rgvrrm.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 was 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				