



The Semaphore

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

April 2007
Volume 49, No. 8

Program for Apr. 19:

Rochester Syracuse & Eastern: Stations, Structures, Past & Present

by John Stewart

John has assembled a good collection of slides and artifacts not only of railroads but also interurban structures. His presentation will show what was and what now exists of this well-constructed interurban line connecting Rochester with Syracuse and locations in between.

Store open before & after meeting
Business meeting: 7:30
Intermission for setup
Program follows
Guests and Visitors ALWAYS

Future Programs (Subject to change!)

2007

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

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*

Rochester Chapter NRHS 2007 Banquet

(See enclosed insert with this issue for more details. Highlights are here.)

When: **Sunday, June 3, 2007**

Where: **Hawthorne's Restaurant**, 3500 East Avenue, Rochester, NY

Cash Bar starting at 6:00 PM ; Dinner at 7:00 PM; Program and speaker to follow

Buffet Dinner: Salads, entrees and lots of desserts

Speaker: TBA

Reservations are only \$35.00 per person.

All attendees will receive their very own Commemorative 2007 Rochester Chapter Collector's Mug, featuring a special piece of equipment!

Make your reservations now by sending a check, made payable to **Rochester Chapter NRHS**, to:

NRHS Banquet

c/o **Jessica Stallone**

60 High Manor Drive Apt 1

Henrietta, NY 14467.

***** ★ **Tioga Trip update:** ★

by John Stewart

We have **sold out our first bus** for the June 30th trip to the Tioga Central railroad in Wellsboro, PA.

We now advertise the trip to the general public via the newspaper and other outlets.

If you would like to go, and have not made your reservation, please send them in soon. The last trip sold out quickly after it went in the paper.

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, April 22, 2007

Library phone: 872-4641

Only a few months are left before we will vacate this excellent facility. If you haven't visited, now is the time to do so!

Tioga Central/Dinner Train Trip

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 barbecue 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, and if the schedule permits, 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. *The general public is also being invited, using James East mailing list and other media. So if you are interested — reserve your place soon!*

2007 Track Car Training Schedule

(For full schedule, see either Jan. or Feb. *The Semaphore*)

Operators should be a member of either the Chapter or NYMT.

All sessions are at New York Museum of Transportation, 6393 East River Rd. Entrance is through the office door at the rear of the building.

No reservations necessary for the Classroom sessions, which will be held in the Gallery Room.

ALL operators must attend **both** a class room and hands-on session. Experienced operators must operate both track cars. New operators will receive additional hands-on training from start-up to storage of track cars and and trailers and extra running time.

Classroom instructor will be Harold Russell.

Hands-on Trainers are: Tuke, Achilles, Peet, Redden, Roque'

Date	Type	Operators	Time
March 24	Classroom	Experienced & New	9-10 AM
ditto	Classroom	Experienced & New	10:30-11:30 AM
March 31	Classroom	Experienced & New	9-10 AM
April 14	Classroom	Experienced & New	9-10 AM
April 21	Classroom	Experienced & New	9-10 AM
ditto	Hands-on	Experienced A thru H*	9-12 AM
ditto	Hands-on	Experienced I thru M*	1-4 PM
April 28	Hands-on	Experienced N thru S*	9-12 AM
ditto	Hands-on	Experienced S thru Z*	1-4 PM
May 5	Hands-on	New	By Appointment **
May 6	Classroom	Experienced & New	9-10 AM
ditto	Hands-on; make up	Experienced: A thru Z	9-12 AM
May 12	Hands-on	New	By Appointment **

A minimum of two hours operation with each of two track cars.

* The initial refers to the first letter of the student's last name.

** New operators should schedule their 'hands on' operating time by contacting Harold Russell, 427-9150 or <haroldrussell@juno.com>.

Coordinator for scheduling Depot Guides urgently needed!

It is not conducive to our Museum image to have visitors arriving at the Depot via track cars and not having a greeter/guide (or two) to inform our visitors about our history, collections and goals.

After all this is what most of our volunteers put in many hours of labor and knowledge to inform the public about the importance of railroads: current and past history. We are very lucky to have at our Western door, one of the oldest railroads in the Rochester area: originally Rochester and Genesee Valley, now the revitalized trackage by Livonia Avon and Lakeville Railroad!

We are in critical need of a person to schedule depot guides at Industry during the Sunday operations between May 20 (opening day) and October 28 (closing day).

The coordinator principal duties are to:

1. Solicit and schedule guides.
2. Remind these volunteers of their scheduled date as that date approaches.
3. Give a training session to new guides. Harold Russell has produced a video that summarizes the guides duties.
4. Usually, our guides probably learn more about railroading from the visitors than what they tell.

When Donovan Shilling was the coordinator several years ago, he developed a system to reduce his efforts. How? At meetings he passed around a clipboard for members to indicate what dates they would be able to serve this critical need.

>>>>>

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

If a fellow volunteer mentions to you that they haven't received their April issue of *The Semaphore*, ask if they have **RENEWED!**

~~Those who have not renewed have been dropped from the newsletter mailing list!~~ *

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

Jessica Stallone

Membership Chair

membership@rochnrhs.org

(585) 350-9306

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

* By default, those who have not renewed will receive the April issue. Reason: The mailing personnel has not received an updated non-renewals list.

BTC Update

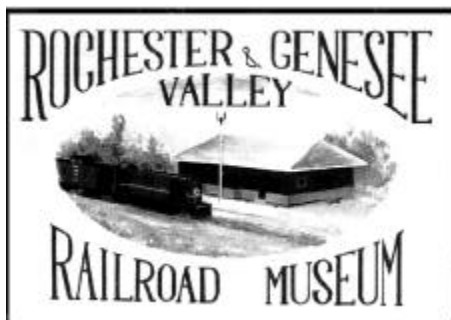
by Lynn Heintz

The Buffalo Terminal Corporation will start several construction projects as well as open for the season on April 1st. This work will likely impede our access to the non-public areas of the station until later this summer. My schedule will prevent my participation until after Sept., and I got the impression that they would rather have us arrive on a Sunday. They also said the recommended donation for such a trek was \$20. The regular tour is \$12 and you see less than half as much. Most of those that have shown interest may have conflicts at different times that would prevent an agreeable date during the summer. I will try to get a couple of days in the fall that we all may consider.

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

Please call Jeremy Tuke, 585-359-8944; jnm2k@frontiernet.net, or David Peet, 585-586-8964, davepeet97@frontiernet.net.



Motive Power Report

by John Redden

Thanks to our intrepid group of volunteers, we continued to make progress on the restoration and maintenance of our Motive Power fleet as Winter turned to Spring, in March.

Diesels:

Our 80-tonner number **1654** had engine repairs performed this month. In preparation for the replacement of several failed fan belts, Dave Peet discovered that the serpentine belt that drives the water pump on the number one prime mover was quite loose. The cause was subsequently determined to be failed water pump bearings, and a broken impeller. This came as a surprise to us, since the engine had never leaked water, to our knowledge.

However, this did explain two vexing problems that we have observed in recent years - the cab heater would not function, and the engine would occasionally overheat. So we undertook the disassembly and removal of many parts off of the front of the prime mover. The fan guards, cooling fan, fan shroud, water pump, and associated hardware were removed by a team that included Dave Peet, Rand Warner, Dave Luca, Luther Brefo, Joe Nugent, Norm Shaddick, and John Redden. Some of these parts are quite heavy and bulky, but they were removed without incident. Art Mummery took the pump home, in order to disassemble it for replacement or rebuilding.

Several members studied the available literature in order to locate a replacement pump. After a few weeks (and one failed attempt to acquire the correct pump), one was located right here in Rochester.

Near the end of the month, the rebuilt pump was installed, and the engine was re-assembled by Norm, Rand, and Don Pohler, in some fairly unpleasant (wet & cold!) conditions. Later, Norm tested the engine and reports that the cab heater functions once again! Anyone who has the pleasure of riding the cab of 1654 in the winter time will

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

appreciate this development. Thanks to all of the above-mentioned volunteers, as well as Ted Strang, Kevin Klees, and Art Mummery who gave us guidance during the purchase of the replacement pump.

Our largest locomotive, **LV-211** has had its frame-to-truck brake hoses replaced by John Redden. The originals had been removed previously, and Dave Luca located a set of replacements that were already in Chapter stock. Thanks, Dave. This job continues our ongoing program of repair, replacement, or rebuild of various consumable parts on the brake systems of our locomotive fleet.

And our smallest diesel, the **1941**, continued to have its cab cleaned up and painted by the team of Luther Brefo and Joe Nugent. For those that remember the cab ceiling, what had been several layers of thick, peeling paint and rust, has now been cleaned down to bare metal, and primed - a significant improvement, thanks to Joe & Luther. The oil pan for the 1941 #1 engine was cleaned up by two new volunteers, the brother-team of Tom and Peter Stojanov. Jim Dunnington subsequently primed and painted the pan, and it is now nearly ready for installation on the engine.

Gasoline Locomotives:

Plymouth BL: The cab and hood of the Plymouth BL are now taking on their final form. Sheet metal has been formed over the hood, and fastened to the wooden frame. And foreman Klees is also the cab and hood a bright yellow. When complete, we will have a very early example of an internal-combustion end-cab switcher, and probably one of the oldest ones in operation, anywhere.

Steam:

And finally, in the steam department, Kevin has completed milling the rear coupler block for the Heisler fireless. Thanks, Kevin.

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

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredde@frontiernet.net.

Track Work

by Mark Pappalardo

It's been a busy "off-season" for the track gang. As soon as the chapter's motive power and track cars were positioned last November for the winter, the track gang and many others started work on replacing most of the north end of the lead switch. This is the switch located on the mainline (track 4) that leads out to the LA&L. Many of the switch timbers needed replacing, the frog had seen better days, and there had been problems with drainage. After much discussion in September and October, we decided the best path forward was to remove as much of the old switch as possible, dig out the area, and build the new switch from the ground up.

The weather was mild and dry for most of the month between Thanksgiving and Christmas. John Redden, Dave Chapus, Dave Luca, Chris Hauf, Rand Warner, Jeremy Tuke, Dale Hartnett, myself and others unspiked, unbolted and removed the rails, guardrails, tie plates and frog in late November and early December.

I started work immediately after on removing the old switch timbers and digging out the area to a depth that allows for proper sub-ballast under the new switch. By Christmas, the longest 5 switch timbers had been removed and the area around them dug out. Unfortunately, the wet first half of January was followed by 2 months of winter and well over 80 inches of snow. The switch work was sidelined.

Work on the "litte dig" resumed on Saturday March 10th when John Redden, Dale Hartnett, Rand Warner, Jeremy Tuke and Lynn Heintz removed the next 6 longest switch timbers, using a large propane torch to thaw the ground around the timbers.

With the earlier start to daylight savings time and the return of mild & dry weather, the Tuesday night track gang started the 2007 season the following week. Dave Chapus, John Redden, Rick Israelson, Jeremy Tuke, Mini-Tuke and myself spent the night digging out the de-timbered area and hauling the dirt/cinder/soot mixture to the west side of the parking lot one wheelbarrow at a time.

In the weeks since then, the Saturday and Tuesday night track gangs have made signifi-

(Continued on next page)

Track Work

(From Page 3)

cant progress on the "little dig". As of Monday April 2nd, a dozen or more of the longest switch timbers have been removed and the area under & around them dug out. Plans are to remove the next 2 longest switch timbers, dig out around them, do some final surfacing work, and start spreading sub-ballast.

While the digging has been moving forward (or down), work has been ongoing to acquire the needed materials for the new switch. John Redden has located a new frog, Dave Luca has delivered the 9 longest new switch timbers to the work area, and Chris Hauf has been creating the order for the remaining switch timbers and ballast.

In preparation of installing the new switch, John Redden has also been busy the last few weeks sliding the west rail of the mainline back up the hill. Over time, the west rail south of switch 6 has slid several inches down the hill. The rail is being unbolted and slid back up with hill one stick at a time, and rebolted & anchored in place. As of Monday, April 2nd, John and others had slid the northern-most 7 sticks up the hill, with 16 sticks to go. Additional rail anchors will hopefully prevent this from happening in the future.

With good weather and the continued hard work of the Saturday and Tuesday night track gangs, the lead switch will be back in service well before opening day at the museum on Sunday May 20th.

Mark Pappalardo

Heavy Equipment Dept.

Supt. Art Mummery

Art Mummery has been working on our hydraulic backhoe shovel on tracks - all winter long. It is now turned around in the Restoration Building so that is a good sign of progress. Thanks, Art.

Bob Mader has spearheaded the clutch replacement on our trusty Ford 4000 indoor/outdoor fork lift, with help from Norm Shaddick, Lynn Heintz, Art Mummery, Rand Warner and others. It has not been easy but we expect to see the unit in service again by the end of March. Thanks

Returnable cans can help Steam Fund

You can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.



With some better Spring weather and drying ground, it was time to get back to constructing the railroad yard to support the R&GV Railroad Museum's Restoration Building. With 60 tons of ballast delivered to the parking lot of the Industry depot, it was time to load up the ballast for use at the building site. Here the museum's Trojan front loader fills one of the museum's ex-military 5-ton 6x6 dump trucks which will transport the ballast to the work site. [Chris Hauf photos and captions]

With a little help from the front loader, the three truckloads of stone brought up to the building site was spread to give a nice solid base between the rails of Sidings #6 & #7. Additional ballast was also added to Track #7 south of the PRR caboose to bring it up to the proper height.



Maintenance of Way Equipment Dept.

Supt. Dick Bean

John Redden, Don Pohler and Co. are completing installation of a pass-through air brake line on the Burro crane. This will permit operation of air brakes on a car on one end of the Burro, powered from a locomotive on the other end of the Burro.

We are considering options for a new roof on the WAG wooden snow plow. A rubber membrane roof, similar to that was put on the sweeper/line car, is on possibility.

Engineering Dept.

Supt. Jim Johnson

Jim Johnson & Co. have been working filing and organizing new maps, books, and other additions to the Engineering Library. This technical library is a substantial resource for use by all our many projects. Museum volunteers: Talk to Jim about any information you need for your projects - its there for YOUR use!

Trolley Dept.

by Rand Warner

We are assembling rail bonding equipment and parts to move ahead as soon as warmer weather permits so we can:

1. Complete rail bonding at NYMT car barn area.
2. Rebond the new frog in the switch to the NYMT car barn.
3. Double bond from Giles Crossing to NYMT Loop Switch.
4. Single bond from NYMT passenger loading area to Loop Switch.

Safety Dept.

Supt. Steve Huse

Steve Huse is keeping all our many fire extinguishers properly located, and properly inspected, charged, and dated. This is very important, because if you need one, you need to be able to find it, and use it, and have it work - RIGHT NOW! Steve is also keeping track of our eye-wash units and our first aid kits. Thanks Steve!

Buildings & Grounds Dept.

Supt. Dave Luca

Lynn Heintz, bob Mader, Rand Warner and Mr. Dunnington are cleaning out all the good and junk wood under the New York Central flat car. The good wood will be stored in a dry location and the junk would will be burned or go into the dumpster.

Dale Hartnett, Dave Luca, Charles Harshbarger, Matt Glugowski and others have kept our indoor and outdoor closed and open drainage systems working through all the winter snows, ice and water accumulation. Thanks, guys!

Contributors to this issue: Jim East, Chris Hauf, Chris Hausler, Lynn Heintz, Mark Pappalardo, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as indicated. PLUS the Trustee candidates via submitting their biographies: Ron Amberger, Mark Pappalardo, Joel Shaw, John Stewart, Kurt Zobel, and Dan Waterstraat.

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

Hats off to ...

by Rand Warner

Dr. Arthur P. Mummery, 15 Campus Drive, Henrietta, Supt. Of our Heavy Equipment Department.

I have a note from Joe Scanlon's Telecom of 5 November 1996, about a retired mechanic was interested in coming out to see our Museum and might be interested in volunteering.

I can remember Art's first visit - what a blessing it has been for already over ten years. We really appreciate all your great work Art!!

Wanted

by Rand Warner

A proper aggregates bucket for our very handy Bobcat skid steer loader so we can better handle dirt and stone.

Cantilever type car jacks for working on our passenger excursion train set.

A set of forks for our Bobcat would be very handy for moving small items.

Historical RR Dates

4/8/1851: A group of Rochester, New York businessmen organized the New York and Mississippi Valley Printing Telegraph Company. It started operations with 550 miles of wire and the license to use a printer invention by Royal E. House.

4/8/1856: The above Company changed its name to "The Western Union Telegraph Company" signifying the union of "western" lines into one system.

4/8/1957: Batavia, New York opened a new railroad station. The *Empire State Express* was the first official eastbound train to use the new tracks. Westbound rail traffic began on April 11th. [Phil Houle in *American Rail Link*, Issue 299.]

Shows, etc.

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]

Thanks to

Norm Shaddick for getting a manual and carburetor rebuild kit for our Ford 4000 fork lift off the Internet.

Bob Mader for finding a shop to repair the gas tank for the Ford 4000 fork lift.

Rand Warner for getting the clutch rebuilt for Ford 4000 fork lift.

John Redden for getting a water pump replacement for Army #1654 locomotive.

Don Pohler for coming up with ferrous and non-ferrous casting foundry resources; both on-ore and off-shore.

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*.

Also Convention information is available at: www.chattrails.com/

2007 RailCamp Sessions

High School: One Basic RailCamp is scheduled for Steamtown National Historic Site, Scranton, PA for July 8-15, 2007.

A second Basic RailCamp is scheduled for Nevada Northern Railway, Ely, Nevada for July 23-29, 2007.

The Tuition/Costs for the Steamtown site is \$900 after April 1st.

For the Nevada Northern site; the fees are \$850 after April 1st.

High school boys and girls who are currently, Sophomores, Juniors, or Seniors (class of 2007). Individuals who enter the Freshmen year in 2006 or Seniors in the 2006 Class may be admitted to the program in the fall of 2007.

Further information and applications are available on the web at: www.railcamp.com/offerings.htm.

Adult RailCamps:

Adult RailCamps are at Nevada Northern Railway Museum, Ely, NV for ages 18 or older.

June 11-2007

September 10-16, 2007

Tuition: \$850.00

Election of Two Trustees in May

Six members have indicated interest in serving. Their biographies are here for you to review. A ballot will be mailed to eligible members later in April—watch for it!

Ron Amberger

Ron Amberger has been a member of the chapter for over 30 years. During these years he has served as chapter president, vice president, recording secretary, and several terms as a board member. In the past he was an active member on the publications committee where he rose to be chairman for several years running. He also served for a number of years as program chairman. Recently he has been involved with motive power preservation at the museum with focus on the steam locomotive program.

Ron has a life-long interest in railroading and has specialized in steam locomotive history and the technology of steam power. He graduated from Rensselaer Polytechnic Institute in Troy, NY with a degree in mechanical engineering and has a master's degree in engineering from the Pennsylvania State University. He has also taken graduate courses at Carnegie-Mellon University. He has engineering design experience in the design of jet engines, steam turbines, pressure vessels and gas compression machinery.

He is currently employed as a professor of mechanical engineering technology at RIT where he also was department chair for over ten years. He has often been called upon to be a consultant on steam boilers, steam plants and steam systems in the upstate region.

Ron has traveled extensively in the US, Europe and Asia pursuing his interests in rail travel and steam locomotion. He has recently been interested in the railways of China where he is a frequent visitor.

Mark Pappalardo

My interest in railroads began in the fall of 1977 when I started junior high school. For the next 2 years I walked along the former Erie Lackawanna between the yard, Fifth Street tower and the adjacent passenger station on the way to & from school (and during many lunch periods).

Although I have an interest in model railroading, most of my interest is in photographing the real thing. I've traveled throughout much of the US and parts of Canada photographing steam, diesel and electric railroads.

>>>>>

I moved to the Rochester area in the fall of 1987 and joined the Rochester Chapter soon after. I've volunteered at the museum over most of these years on the track gang. I'm currently the mainline track supervisor for the chapter's trackage.

One of my concerns over the years has been the appearance of the depot and the surrounding grounds. Although the depot, yard and visible equipment are well maintained and the grounds kept as clean as possible, I've had countless friends and acquaintances state that they didn't realize that this is a museum in all the times they've driven by. To them it looks like a privately owned railroad and construction company.

Therefore, one of my goals as a trustee would be to make the depot and surrounding grounds more obviously a museum and more inviting to passing motorists. The changes could be as simple as better signage (who we are, when we're open and our web site URL) that's easily seen and read by passing motorists. The changes could also be more significant, like creating more obvious equipment displays noticeable from the road and swapping the positions of the *Pine Falls* and the tool car to make the *Pine Falls* more visible.

Joel R. Shaw

Joel R. Shaw has had a life-long (so far) love of trains and railroads. He has focused on artifact collecting, specifically lanterns for the past almost thirty years. The collection is mainly lanterns, but a few switch lamps, torches, and oil cans have been assembled in this effort. There are two matching presentation globe lanterns from the Rochester and State Line, along with one locomotive head amp, and one locomotive bell as well.

Railroad wise, Joel has been heavily involved in the Key, Lock, and Lantern Organization going back to the Dick Barrett/Joe Gross days. Aside from the honor of being an Editor-Emeritus who took over after Dick Barrett, Joel still presently serves on the Board of Trustees. He was involved in the original restoration of the B.R. & P. caboose, and is now committed to volunteering on the "Steam Team".

He would like to see much more steam restoration get accomplished, along with a "sharpening of focus" of our mission statement. The act of changing focus would provide many opportunities to generate the sorely needed capital to move along on our mission statement.

If you want a respected professional caliber individual working for you, then vote

John Stewart

I have been interested in Railroads since my childhood in Dunkirk, NY where we chased the N&W, NYC, PRR and the Erie. My greatest non-NRHS accomplishment was the founding of www.railroad.net in 1996. Recently I have been developing content for www.wnyrals.org, which covers the history of railroading in Western and Central NY.

Since becoming a member of the chapter about ten years ago I have volunteered at the museum as depot guide, track car operator, brakeman, ticket at the gift shop. I was actively involved in the exterior restoration of the transfer caboose. I have also been involved with the Chapter Library since its inception, most recently I was involved in the securing of new facilities for our library and archives.

My most recent accomplishment has been to stimulate our online sales through new sales outlets such as EBay and Amazon.

As trustee, I will continue to work to generate additional revenue for the Chapter and help maintain the high standards that have been established over the past 70 years. I would appreciate your support.

Kurt W. Zobel

My formative years were spent growing up in the Boston area rail fanning the New Haven, Boston and Maine and Penn Central. I took many an opportunity to ride on the MBTA trolley and visit Eadaville too. In the early 90s we were in Georgia and we took some rail fan trips to Durango and Chama. We also made trips and rail fanned the Tweetsie, Great Smokey Mtn. Rwy, and the Southeastern RR museum of the Atlanta chapter NRHS.

In 1999 we moved to Avon and I found the R&GVRRM and the Rochester chapter of the NRHS right down the road and joined that year. I routinely rail fan in the region and subscribe to a few rail publications. I have worked in the transportation industry to include being a conductor on CSX. I have volunteered as a depot guide, track car operator, and brake man. I have worked on a few diesel days' weekends and on some restoration projects, such as the *Pine Falls* roof restoration.

I am very interested in rail road history and the purpose and activities at the R&GVRR museum and NRHS.

Dan Waterstraat's biography is on next page.

*Trustee Candidates biographies
continued from Page 6*

Dan Waterstraat

I have been interested in Railroads for about 15 years. My wife and I have walked all sections of the CSX mainline from Newark to Batavia except for a small section around Rochester. We enjoy hearing and feeling the heavy iron blast by a crossing.

I started working with George Knab in the construction dept. a number of years ago and became acquainted with that side of the museum (my father was a heavy equipment mechanic who worked with Art Mummery at the old Dow & Co. on Monroe Ave. so maybe that's where I got my interest in construction equipment). I've been involved in many carpentry and electrical projects at the museum also.

I would like to see more public involvement type events like Diesel Days maybe with some of the construction equipment. If we had a crane, dozer, roller, etc. painted up and more accessible these would be enjoyable for kids who like big toys. People seem to pay a lot of money to run locos at other museums which is something that we might try.

In my other spare time I enjoy Ham Radio operation especially with old vintage vacuum tube equipment.

Ron Amberger and John Stewart are incumbents.

2006 was banner year for Freight loadings

Carloads were up 1.2%, which doesn't seem like much, but that is 213,751 loads over 2005. Intermodal loadings were up at an even 5% over 2005 representing 588,709 containers and trailers more. Coal carloads rose by 4.7% at 324,476. Coal accounted for 42% of all non intermodal cargo.

NRHS membership decreases

Membership within the National Railway Historical Society declined to 88% of what it was in 2005. In contrast, 26 chapters reported membership increases.

[Turntable Times, March-April 2007]

Library Report

by Charles Robinson, Chair

The library is going to continue with its hours for general use on Sunday afternoon during April because of unusual circumstances that prevent Monday evening hours at least for this month. Thus the library will be open for general use on Sunday afternoon April 22 between the hours of 2 and 5 PM. Please note this change from the schedule used in previous years at this time.

Jerry Gillette has decided that it would be well for him to cut back his activities and he will no longer be helping with the library. Jerry has been a strong contributor to the NRHS library and his contribution will be very much missed. He has helped in the years past with the library repair activities that included painting, fixing roof leaks and general maintenance. He was responsible for the organization of the bookshelves, the listing of library non-book related holdings, and other contributions to library content. On top of these library activities, he served as a track car operator for many years. For a non-railfan, he has been an unusual member of the Rochester Chapter of NRHS. We wish to thank him for his generous contribution to our efforts to preserve railroad history and to the enjoyment of our members and our visitors. Now hopefully Jerry will find the time to become a complete railfan. Thanks again Jerry.

We now have started the process of moving.

Thanks to Bill Limburg, Damodar Pai (a friend of Bill and myself who came out to help), and Rand Warner and with further assistance by the library chairman, the three Barrett collection bookcases were wrestled out of the library, loaded into Bill's van and transported to the new location at the 40 & 8 Club. We all agreed that four are needed to haul the cases up the stairs to the room for the new library!

The books followed with the aid of some of the trustees, organized by John Stewart. By the time you read this the library will have completed the first stage of its move.

It will be difficult to maintain full library services during these moves as many book boxes are stacked around the library in preparation for future moves. However we will attempt to have open hours in its present location during this transition period.

Please still come out to the library when you can. We plan to continue working at the library on Monday afternoons, 2-4 PM. It is best to check with the library chairman at 377-4245 when contemplating a Monday afternoon visit.

Chapter sponsored 2007 Escorted Rail Journeys

(For more details consult your March issue of *The Semaphore*.)

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

The Reservation Deadline for the Christmas Trips has passed! The dates below is for the "record".

Trip #1: Leave Rochester on **Thursday morning, Nov. 29** and return on **Saturday evening, Dec. 1.**

Trip #2: Leave Rochester on **Friday morning, Dec 7** and return on **Monday evening, Dec. 10.**

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

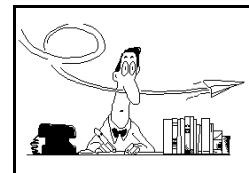
Departs on **Tuesday morning May 29** and returns of **Friday evening June 1** (4 days, 3 nights)

Fall Foliage Tour: Lancaster, PA and the Amish Country

Departs **Friday morning October 19;** returning **Monday evening October 22** (4 days, 3 nights)

For more details: Contact: James East, 35 Cambridge Court, Fairport, NY 14450-9175; (585) 377-5389; raileast@rochester.rr.com.

These trips sell out **FAST!**



Editor's Corner

This Editor extends an apology to Chris Hausler for not including Part 2 of his "Learning Telegraphy" in this issue. Part 2 fills a page if a photograph is included. I am keeping my fingers crossed that it will appear in the next issue.

In its place for April is the biographies of the six candidates for the two Trustee's positions that will be voted on in May. This is the first time that I remember that the biographies were this extensive—which is GREAT as we get to know more about our volunteers (and leaders). Also, so many candidates!

Someday maybe we will get back to publishing bios of our volunteers. We seem to have a large group of new people that should be "introduced".

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

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

Chapter Meeting & Program:
**Rochester Syracuse &
 Eastern: Stations,
 Structures; Past and
 Present**
 by John Stewart
 7:30 PM
 Thursday, April 19, 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
Treasurer: Don Wawrzyniak
Recording Secretary: Dave Peet
Correspondence Sec.: Chris Hauf
National Director: Bob Miner

Trustees: Ron Amberger, Mike Dow,
 Dave Luca, Mike Roque', Harold
 Russell, John Stewart.

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				