



The Semaphore

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

July 2007
Volume 49, No. 11

Program for July 19:

Enjoying our Railroad! Phase II



Attendees at the June meeting enjoyed rides on the Erie C-254 caboose. [Photo by Gale Smith]

Last month, Chapter members and guests "inspected" and enjoyed a year's worth of dedicated work by our volunteers on the Chapter's railroad (Rochester & Genesee Valley Railroad), construction of new yard trackage, upgrades to the Restoration Building, Industry Depot and yard—and the demonastration of the Plymouth 'critter'.

The next two meetings will held at the Industry Depot on NYS Route 251. Someone will probably be on the grounds around 6:00; sometime during the evening (about 7:30) a short business meeting will be held. The rest of the evening will be spent "inspecting", "browsing, or "riding" various rolling stock that the Motive Power group assembles for your enjoyment.

The attendance at the June Meeting seemed a little sparse.

Guests are welcomed!

This is a good time to recruit new members to the Chapter!

One word of CAUTION.

Railroad equipment is **DANGEROUS!**. Children need to be closely monitored by accompanying

Tioga Central Trip a Success

by John Redden

On June 30th, 105 passengers enjoyed a nice day out on the Tioga Central Railroad, with a bus ride to Wellsboro, a ride on their train, and dinner in the dining cars.

Power for the train was provided by two ALCO road switchers, an RS3u, and an RS-1, belonging to the Tioga Central. It included several coaches and dining cars, as well as the very-popular open air observation car. Our train departed right on time, as we headed North from Wellsboro Jct, toward Hamilton Reservoir. Our host, Dr.

Jerry Bertoldo went the extra mile for our group, both figuratively and literally - our train traveled the entire line between CP CORN, and the depot in the village of Wellsboro. We also staged a photo runby on the southward move, and several dozen photographers participated.

Dinner was top-notch, in this author's opinion. We had barbecued ribs and chicken, as well as scalloped potatoes, string beans with pearl onions, several choices of beverage, and a dessert of strawberry shortcake. Jerry and his son produced some very nice placemats and menus for the dining cars.

Even the weather cooperated, providing sunshine and photogenic clouds all afternoon. A pleasant ride, with nice company, beautiful scenery, great food, with a very accommodating railroad staff, made for a very enjoyable trip.

This trip was planned as a fun day for the group, as well as a fund-raiser for the Chapter. We believe that it succeeded in both of these goals.

Elaine and I wish to thank our Tioga Central host, Dr. Jerry Bertoldo, his volunteer staff on the train, as well as our trip-planning partners, John and Karen Stewart, and Don and Flo Wawrzyniak. In addition, Mike Byrne and Jim East provided valuable advice and assisted in the planning of the



Riders await the "All Aboard" before boarding the Tioga Central dinner train on June 30. [Gale Smith photo]

More trip photographs on Page 6.

Winners of the trip raffles

Barbara Kelly and Barbara Haller won the two Tioga Central RR cab rides raffle.

Marge Williams won \$97.50 in the 50-50 raffle.

An Added Bonus

Editor: On the return trip, at about nine o'clock, our bus had to stop in Dansville to discharge several passengers. High on the hill side above I-390, the Dansville citizens 'welcomed us' with a glorious July 4th fireworks display! Our thanks to them for having it several days early.

Safety & Security

by Rand Warner

After many years of relative peace and quiet at our Museum, we have suddenly had a spate of incidents; including theft, damage and sabotage.

We can all help: by stopping by the Museum and looking around anytime we are in the area - day or night - weekday or weekend.

Note the vacancies waiting for volunteers to fill as operators or guides

Depot Guides Schedule

by Dave Peet

We still desperately need depot guides for Sundays! Here's who has volunteered so far this year.

Please contact Dave Peet (586-8964) if you are available, even for only part of the day!

Rest of July: Open

Library Report

Charles Robinson, Chairman

The library staff have completed emptying the 3 double width book cases and boxing up the books and magazines that were on their shelves. These bookcases are a little over 6 feet long and two of them have an upper section with additional shelving. These upper shelves have been detached as separate moveable units and lower sections have been unscrewed from the walls. This is a big move involving 104 banker's boxes of books and magazines. Of these 14 boxes are going to storage and 3 for sale. All this will be a challenge, especially up the flight of stairs at the 40&8, to John Stewart and his crew and all should appreciate his efforts in doing this.

A very special thanks to Bob Miner, Gale Smith and Bob Fleck in assisting in the library with the preparations for this move.

Remaining are 2 single width high bookcases and 2 low height bookcases still filled with books that will be moved next. The preparations for this next move are being delayed because of so many boxes are currently in the library. In addition, there is a need to empty these filled boxes so they can be returned to be used again.

After the above cases and their content are moved, there are 4 file cabinets, the historian's bookcase, the slide carousels in the back room and miscellaneous boxes lying around of the library to go through the moving and storage process. Perhaps by then we will have most of the job done.

Library volunteers, including myself, go on lengthy vacation trips and this threatens to slow up the moving process this summer. After that, winter is coming and that brings the failing library furnace into question. This problem makes it compelling to empty the building well before the end of the year. Hopeful when the library staff calls members for help they will understand our problems in getting out before the end of December 2007 deadline.

Track Car Operator's Schedule

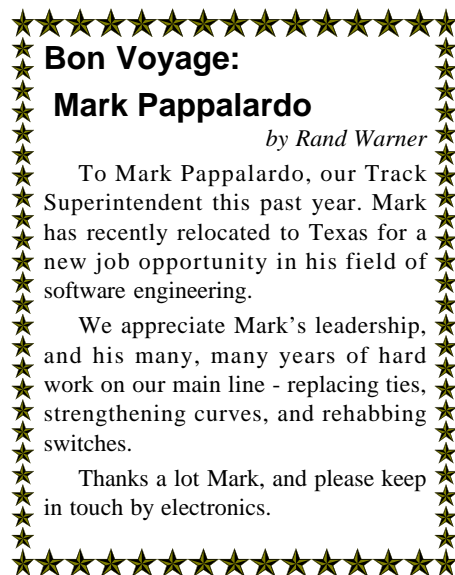
by Harold Russell

July 8: Phil McCabe
Gary Dettman

July 15: Bob Moore
Ryan Kane
Jay Consadine

July 22: Bob Achilles
Chris Playford
Jerry Doerr

Operators are still needed for July 1, 8, 15 and 22. If you can help, call Harold Russell, 427-9159 or e-mail: haroldrussell@juno.com.



Bon Voyage:

Mark Pappalardo

by Rand Warner

To Mark Pappalardo, our Track Superintendent this past year. Mark has recently relocated to Texas for a new job opportunity in his field of software engineering.

We appreciate Mark's leadership, and his many, many years of hard work on our main line - replacing ties, strengthening curves, and rehabbing switches.

Thanks a lot Mark, and please keep in touch by electronics.

Future Programs (Subject to change!)

2007

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

Chapter Library

11 May Street, Webster (by OMID Tracks)

CLOSED UNTIL FURTHER NOTICE

Contributors to this issue: Harold Crouch, Jim East, Chris Hauf, Elaine Redden, John Redden, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

No new activity to report.

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

The other 25-year NRHS award ...

Several months ago, David Shields received is 25-year National Railway Historical Society pin. This editor apologies to David for this very late acknowledgment. He misplaced the original notice and had to contact Jessica Stallone for the information.

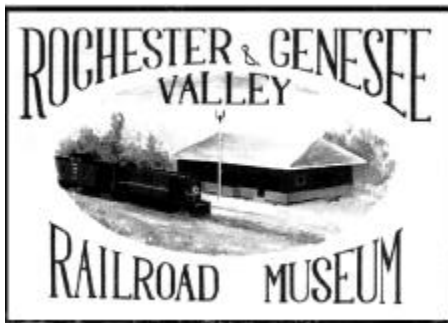
Photos wanted for 2008 Calendars

We are turning our attention to getting our 2008 calendar offerings ready to print 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, helps to raise funds for the Chapter, and helps to carry out our mission.



Motive Power

by John Redden

The Motive Power Department had a very productive month, so we have a great deal to report.

Diesel locomotives

1843 is back on line! Our big diesel accomplishment this month, was the replacement of the batteries in our Fairbanks-Morse H12-44, number 1843. Last Fall, our members very generously donated enough money to replace the entire set of batteries on this unit, and these batteries were delivered to us in April. As you may know, Fairbanks engines have a reputation for being difficult to maintain. This seems to apply to the battery boxes as well. They are long, narrow boxes that are located on the deck of the locomotive, and can only be accessed from above. Further complicating this work, the Army added tall hand rails along the battery boxes. This makes the job of lifting the old batteries out, and new ones in, a crane-only job. Kevin Klees designed a lifting rig that we were able to make up with inexpensive components, and the rig worked perfectly. Dan Waterstraat did a wonderful job with the Ford Forklift (plus boom attachment), that allowed us to safely remove all of the old batteries, and later insert all of the new ones. The floor of each box was composed of a double layer of thick pine boards over the steel deck. These boards showed the effects of many years of sulfuric acid, and most of them were replaced. Don Pohler attacked the corroded steel floor on the engineer's side box, and in a couple of hours had it cleaned up, and primed. Luther Brefo, Norm Shaddick, and John Redden fabricated new floorboards out of 3/4" pressure treated plywood. Jim Johnson re-worked the vendor-supplied battery cables, and installed them on the fresh batteries. The work on the floor and floorboards resulted in a much-improved area, in which to place the batteries. This not likely to be seen by very many of us now that the batteries have been re-installed, so we want to make sure that everybody knows how nice it looks down there. The battery

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

installation crew included Jeff Carpenter, Norm Shaddick, Dan Waterstraat, Luther Brefo, John Redden, Dave Luca, and others.

Subsequent to the battery installation, we gave the loco its annual spring inspection, lubrication, and start-up. A team that included Luther Brefo, Norm Shaddick, Jim Johnson, and John Redden, inspected rotating electrical gear, pre-lubricated the engine, barred it over, and started it up. Its testing included moving down the hill to pick up NKP79, to tow it up to the Restoration Building for battery changeout and start-up. June was a very good month for 1843.

In other diesel news: We had a very generous donation of a Nathan air chime horn for locomotive **1654**. Many thanks to President Tuke's second cousin, Ian Murray, we now have a beautiful-sounding horn for this unit. It was installed for the first time by Daniel Tuke, and has been "tested" numerous times since then.

In an effort that was led by Chris Hauf, with help from Luther and Dave Luca, the **EK-9** had a great deal of preventative maintenance done in June. Towards the end of the month, it was pre-lubed, and fired up for the first time this year. So we have another big engine back on the active roster, in time for Summer. Thanks to Dave Luca for offering to have new traction motor ducts built for this unit.

1941 continues to get care from Luther Brefo, Joe Nugent, and Super Dave. Thanks to some wonderful track work in the Building, spearheaded by Dave Luca, we anticipate placing the 1941 inside for some more work on its number one prime mover, as well as its cab interior, and other related work. Luther and Joe have also been investigating various options for muffler replacement on this unit.

The air brake parts for the **211**, which were removed for cleaning and repair at our AAR certified brake shop, have returned, for re-installation. These will be installed shortly.

Plymouth Gasoline Locomotive

The biggest news from June is the report that the Plymouth is now once again on live railroad track! On Tuesday June 19th a team including Rand Warner, Dan Waterstraat, Dave Luca, Dale Hartnett and others rolled the Plymouth onto the new Track #8 at the

north end of the restoration building. The following Thursday during the chapter meeting the Plymouth proudly powered itself out of the restoration building. Now we can begin testing out the Plymouth by operating it over longer distances and with some loads. Checking the work log, we find that the Plymouth entered the restoration building in early February of 2001 and was able to leave in June of 2007, just a little over six years later.

Restoration work on the locomotive continued through June. Fabrication and installation of one half of the cab roof is complete. Several trim pieces that install over the cab side sheets have been fabricated and installed. Both cab side sheets are now installed; the rest of the roof sheet metal should be installed within a few weeks. Final installation of the drive chain oiler systems is also complete.

Steam Team

The front coupler has been re-installed on the **Heisler Fireless** locomotive. A custom-made oak coupler block had been made by our shop, and all related parts had been primed and properly caulked to protect against the weather. Our freshly-rebuilt Ford forklift, with its boom extension, came in handy for lifting the heavier parts into place.

Ron Amberger is leading an effort to inspect the pressure vessel on the Vulcan 0-4-0T, **Number 12**. Ron, Pete Gores, and Joel Shaw have been doing ultrasonic thickness testing and dye-penetrant crack checking all over the boiler. Various other visual inspections have been made both inside and outside. Ron is in the process of preparing a report that will be used to obtain quotations for repairs to the boiler. Dave Chapus continued paint stripping work on the cab of number 12 this month. Thanks, Dave.

Thanks to all of our Motive Power donors and volunteers, and also to Chris, Ron, Norm, Luther, Joe and Kevin, for their input to this article.

Doctor Display

by Rand Warner

Chris Hauf has recently completed a great new display of regional New York Central photos in our DL&W baggage car.

Now he is working on a computer kiosk interactive display station. Watch and see what happened with this one!

Doctor Drainage

by Rand Warner

Matt Glugowski never stops working on our drainage system. He is just out there all the time - rain or shine. Our drainage system is vital to the health of our track structure, roadways and building. Thanks a lot Matt!

LA&L Installs Crossing Gates

Recently, the Livonia Avon and Lakeville Railroad replaced the cantilever crossing lights with gates and flashers. The length of the arms on the gates extend across both lanes of the roadway so that vehicles can not go round.

It may not be obvious from this photo, but there is a flasher unit aimed towards our parking area on the west side of LA&L.



NYC Wood Caboose

by Rand Warner

Charlie Marks has completed the new roof on the NYC caboose, with help from son Jesse - just in time to weather our recent severe storm.

Now Charlie is working on rehab and replacement of deteriorated wood areas around the cupola. Thanks for a great save!

Traction Action

by Rand Warner

Bob Achilles and Charlie Lowe of NYMT are erecting overhead structure for extension of the NYMT trolley line.

Using the Chapter's bucket truck assigned to NYMT, they have now erected at least six or seven bracket arms on poles already set, and a set of span wires where the pole line crosses the right-of-way at a curve south of the Loop Switch.

After bracket arms and span wires are erected on all existing poles, they can install down guys to the already set down guy anchors.

Then we can begin installation of the contact copper wire.

Meanwhile, we have to extend the rail return double bonds from Gile Crossing to the Loop Switch.

The new overhead, when operational, will double the length of active trolley line!!

Hats off to ...

by Rand Warner

... **Jim East and his faithful partner, Diane**, for their long term promotion and operation of our very successful Amtrak excursion trips. Their regional and cross-country trips have been a continuous income stream to our Chapter for many, many years - especially important these recent years when we have been unable to operate our Excursion car set on local railroads.

The quality of their trip package is high and therefore well known. They have a loyal following and their trips sell out early.

Thanks for a great job promoting our Chapter and providing our Chapter with a vehicle and predictable income stream year after year. Well Done!

Thanks to ..

Jerry Leidertheil for milk can cart and Ford ignition coil.

Electrical Department

by Rand Warner

Jim Johnson & Co. have set up a new battery bench in the southeast corner of the Restoration Building. All our batteries on charge will be kept here.

Jim has also erected a Project Bulletin Board to show the status of all projects and equipment in the Restoration Building. This should be of great value to our volunteers.

The remote start/stoop capability for the trolley power substation at NYMT has now been completed by Jim, Dick Holbert, and Charles Harshbarger. The system is now operational and in use for regular trolley operations. This is a great step forward in convenience and operational labor saving for NYMT.

Track Department

by Rand Warner

Rebuilt Switch #4 is now in regular operational use by track cars and trains, thanks to a lot of hard work by a lot of hard working volunteers.

Our new yard tracks installed north of the Restoration Building are in use for storage of cars and locomotives and for staging of trains and repair work. They were invaluable for the recent changeout of batteries in Army #1843.

New Track #8 has been extended into the Restoration Building and connected with the stub track inside the building, under Dave Luca's direction. A large crew assisted, including Jeff Carpenter, Luther Befro, Rand Warner, Dave Chapis, Dan Waterstraat, Jeremy Tuke, Joe Nugent, Don Pohler, John Stewart, Kevin Klees. Included in that effort was the task of relocating the stub track in the building, with the Plymouth engine sitting on it!

Main line trackage and yard trackage needs to have the weeds sprayed at R&GVRM and NYMT.

Wanted

Rotary Index table for milling machine in our machine shop.

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 ejredden@frontiernet.net.

Shows, etc.

Aug. 8-11: Pageant of Steam. About five miles east of Canandaigua on Gehan Road, Hopewell, off of Routes 5 & 20. Note an extra day has been added, BUT no Sunday hours. Hours are 8 am to 8 pm. Features: antique tractors, steam traction and stationery engines, sawmill, threshing, flea market. Visit www.pageantofsteam.org.

Oct. 20: Fall trip on Amtrak and Adirondack Railroad scheduled for Saturday, Oct. 20 [*The Green Block*, March 2007]

Sept. 21, 22 & 23: Finger Lakes Live Steamers Open House. Exit at Exit 42 on the Thruway to NYS Route 318 East. Just as you pass the Outlet Mall, turn north on Whiskey Hill Road for about five miles.

Test your knowledge on these railroad questions.

1. What railroad laid the first steel rail in the U.S.?
2. What is the wheel arrangement of the Allegheny?
3. The "pigpen" was?
4. What is scale mile in "G" gauge; 230 feet or 235 feet?
5. A steam engine built with a "shotgun" smoke stack used as its normal fuel?
6. Name a type of steam engine valve gear other than the Walchaerts and Baker?

[From *Gondola Gazette*, July 2007, newsletter of Collis P. Huntington Railroad Historical Society, Inc.] (Answers on Page 7)

2007 National NRHS Convention

"Chattanooga Rails 2007", the 2007 National NRHS Convention, is August 21-25 in Chattanooga, TN. Consult your October issue of NRHS News for information.

Dues increase on agenda

The National is proposing increasing the yearly dues to \$33.00. This is beyond what the individual chapters will access their membership.

"Warrior River" damaged

Warrior River, the former Southern Pullman now owned by Promontory Chapter, NRHS, was badly damaged in a derailment in Alabama. The Chapter uses this car in rental service. It is frequently used by ATK to house the crew that accompanies the train hauling the solid fuel booster rockets used in the space program. In May, this train, with two UP diesels was crossing a low trestle on the Meridian and Bigbee Railroad (a subsidiary of Genesee & Wyoming) that was under repair. It was thought safe for use after inspection and a test train had crossed it.

As the ATK train was crossing the trestle at 2 mph, it collapsed sending the two diesels and the Pullman on their sides into the creek bed. The rest of the cars remained upright. Those containing the boosters will be returned to Idaho for inspection and repair.

Fortunately there were no fatalities. One of the Chapter members traveling with the train was badly injured.

According to the Chapter's newsletter, the Pullman will never run in revenue service again, and will require considerably repair before it can be moved over the rails.

At this time, what insurance will cover is being explored.

[Promontory Chapter's *The Golden Spike*, July-August 2007]



NYC #1987 that was used on the local Genesee Falls Railroad that served Genesee Brewing Co. plus others located on the rim of the gorge below High Falls in Rochester. [John Stewart collection]

NYC Shays

by John Stewart

In November of 1923 Lima built five Shay geared locomotives for the New York Central Railroad. Initially the Shay's were used in New York City at the St. Johns Park Freight Terminal.

At least one, # 1897, was relocated to Rochester, NY and used in switching service. They proved very useful negotiating the tight curves of the old "Genesee Falls Railroad". Another, # 1899 is known to have been used in the Auburn, NY yards. Two of the Shays made their way to the Marcellus & Otisco Lake RR in Central New York. Number 7185 (1896) went first, but was returned to the NYC with a broken frame after falling into a turntable pit. A replacement locomotive, number # 7187 (1898) was acquired on 4/26/1943. Number 7187 was sold to the Hurwitz Bros. of Syracuse NY for scrap in 1947.

Builders Order L-401

Number	Renumber	S/N	Built	Notes:
1896	7185	3235	11/1923	Sold 4/48 to Lima Works # 4
1897	7186	3236	11/1923	Retired 12/42, Scrapped 3/44
1898	7187	3237	11/1923	Sold 4/43 M&OL # 7187, Scrapped 1947.
1899	7188	3238	11/1923	Retired 12/42, Scrapped 5/44
1900	7189	3239	11/1923	Retired 12/42, Scrapped 5/44

Shay Locomotive Specifications:

- Number of trucks.....2.
- Tractive force.....27,320 lb.
- Drivers, diameter.....36 in.
- Cylinders, diameter and stroke.....12 in. x 12 in.
- Weight on Drivers.....139,400 lb.
- Total weight of engine.....39,400 lb.
- Steam Pressure.....200 lb.
- Tender capacity.....2,200 gal., 2-1/2 tons

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.

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

Past and current issues of *The Semaphore* are on <rochnrhs.org>



Photo credits:
 Chris Hauf: 3
 and 7.
 Elaine Redden:
 4, 5 & 6.
 Gale Smith: 1
 and 2.



1. John Redden, Trip Coordinator confers with Dr. Gerald Bertoldo, TC Conductor of the day.
2. Another view of hungry patrons waiting to board the Tioga Central Dinner Train.
3. "Your table is waiting". Specially printed menus were at each place.
4. Chris Hausler digs in; Gale Smith takes a break for the photographer (can't he smile?)
5. Note the lighted drum head lettered for the Rochester Chapter, NRHS on the rear of the open observation car.
6. Passengers, after diner, enjoy the gentle breeze in this open car.
7. After the run-by, the train heads back to Waynesboro Junction.

A Slippery Situation

by Harold Crouch

One time New York Central's Collinwood (Cleveland) Ohio yard had a bad epidemic of "Hot Boxes" in freight trains leaving the yard. This upset the General Manager to the extent that he ordered every journal box in the year filled with car journal oil! The excess oil ran out of the back of the journal boxes, down the wheel plate, and soon Collinwood Yard was so slippery that yard engines had difficulty getting cut of cars started, and once started, stopped! Obviously, something had to be done to clean up this mess; manual methods bring impractical!

So the Collinwood Research Laboratory had Ashtabula Reclamation plant take a scrap box car and cut the sides down to three feet high. At one end of the car an insulated platform was applied on top of which a Vapor Corp. steam generator was mounted. In the center of the car another insulated platform was applied on top of which a large coil of 2-inch diameter stainless steel tubing was mounted, the bottom outlet going to two nozzles, one over reach rail. Steam came in at the top. The length of this coil had an electrical resistance was equal to that of four diesel locomotive traction motors.

A retired Fairbanks-Morse passenger locomotive was temporarily put back in service. The output of the main generator being placed across the stainless steel coil. With the locomotive's main generator at full load and steam from the steam generator flowing, we had *super* superheated steam!! One pass over a track and the top of the rail was *surgically* clean!! However, the noise generated was almost unbearable!

By now, the "Hot Box situation had calmed down and so the general manager lifted his order. The yard tracks were all cleaned up and the unit shut down - to everyone's relief!

Answers on Quiz on Page 6.

1. Pennsylvania Railroad
2. 2-6-6-6
3. The roundhouse
4. 235 feet
5. Coal
6. Stephenson, Young, Southern, more

FALL FOLIAGE TOUR BY RAIL TO LANCASTER PA & THE AMISH COUNTRY

Departs FRIDAY MORNING OCTOBER 19 Returns MONDAY EVENING OCTOBER 22, 2007. (4 Days, 3 Nights)

DOUBLE OCCUPANCY PER PERSON: \$845.00,

TRIPLE OCCUPANCY \$790.00

and single space \$1017.00.

Departing Rochester NY Amtrak Station, Friday morning October 19, 2007 at 5:47AM on Amtrak train #280 The Mohawk. We are scheduled to arrive in New York City at 12:25PM and transfer to Amtrak train #647 departing at 2:11PM and arriving in Lancaster at 4:51PM. We will transfer by bus to Good n' Plenty Restaurant for their famous family style dinner included in trip. We will then transfer by transfer bus the short distance to the Hawthorne Inn and Suites where we will spend 3 nights. Breakfast buffet is included each morning at the Hawthorne Inn and Suites, an AAA 3-diamond property.

Saturday we will depart the hotel at 9:00AM for our tour of the Amish country side and farmlands. A local professional tour guide will be with our group on Saturday and Sunday during the day. We will be stopping at the Amish Quilt and Craft Shop. Lunch will be available at the Kitchen Kettle Village. We will arrive at 2:00PM at the Strasburg Railroad for our tourist train ride and a visit to the train museum. We will return to our hotel at 5:00PM to relax before departing for the Dutch Apple Dinner Theatre at 6:30PM for dinner & the show "Cabaret" which are included in the tour. After the show we will return to our hotel. Sunday after our breakfast buffet we will depart for Hershey PA and the chocolate town trolley tour. We are scheduled to be Founders Hall at 10:00AM. Lunch will be available at Chocolate World. After lunch we will visit the Antique Automobile Club of America before returning to our hotel at 4:00PM. We are scheduled for a family style dinner at Harvest View Family Restaurant at 6:00PM included in the tour. After dinner we will return to our hotel. Monday morning after breakfast, we will depart the hotel at 8:30AM for our 9:33AM departure of Amtrak train #644 arriving in NYC at 12:19PM. We will transfer in New York Penn Station to train #285 departing at 1:45PM & arriving in Rochester's Amtrak Station at 8:25PM. Our group will be in a reserved section of an Amtrak coach on all trains.

The escorted trip includes round trip Rochester-Lancaster-Rochester in a reserved section of an Amtrak coach. 3 nights in the Hawthorne Inn and Suites, Amtrak rail fare, 3 buffet breakfasts, 2 dinners, Dinner and Cabaret Show, tourist railway trip, guide and motor coach drivers tip, tours in Hershey PA, baggage handling and taxes,

INFORMATION AND RESERVATIONS CALL: 585-377-5389

Buffalo area trips

On July 21st, the Cornell Railroad Historical Society will be hosting a trip from Ithaca to Buffalo. Plans are a 2-hour tour of the historic waterfront from the excursion boat *Miss Buffalo II*. [*American Rail Link* Issue 312].

G&W to Liquidate Mexican Road

Genesee & Wyoming stated it has started liquidating its Mexican hurricane-damaged Chiapas rail line. Besides the damage, the line was facing deterioration of rail traffic. The line has 407 employees. Formal liquidation is expected by year-end 2007. [*American Rail Link* Issue 312].

CSX to Transfer 300 Jacksonville Jobs

Over a two year period, these jobs will move to existing offices in Baltimore; Nashville; Huntington, W. Va.; Cincinnati; Florence, S.C. and Atlanta. When completed in August 2009, the Jacksonville operation will employ about 54 train dispatchers.

Since 1988 most dispatchers have been concentrated in Jacksonville. Currently CSX has four dispatch centers located in the Midwest and East Coast.

About 25 local signalmen would also see their jobs moved; they are responsible for maintaining dispatching equipment and problems with railroad crossing signals and gates. [*American Rail Link* Issue 312].

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

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Chapter Meeting & Program:
 "It's that Time of the Year" -
 Phase II
 July 19, 2007
 Industry Depot
 NYS Route 251

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
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National Director: Bob Miner

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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				

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