



The Semaphore

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

September 2007
Volume 50, No. 1

Program for Sept. 20:

Buffalo Central and Cleveland Union Terminals

by **Bill Bigler**

Buffalo Central and Cleveland Union Terminals go together perfectly—both were NYC terminals (the two largest) between New York City and Chicago. Both were built by the NYC in the late 20s and opened in 1930.

While the two have a lot of similarities, they also have a lot of glaring differences; both physically and operationally.

Remember we are back at the 40&8 Club at 933 University Ave.

The meeting starts at 7:00 PM;

The Store will be in operation before during intermission

Guests are always welcomed!

Future Programs

(Subject to change)

Sept. 20: *Buffalo Central and Cleveland Terminals* by Bill Bigler

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

Nov. 15: *N&W Steam + Virigian Electric + Pennsy Steam* by Ted Jackson

Dec. 20: *Canadian Branch Line Steam* by Ted Jackson

2008

Jan. 17: *Railroad Slides from Long Ago* by Ron Stacey

Feb. 21: *Railroad movies in Western NY area circa 1929* by Dave Feelnor

R&GVRRM Annual Picnic a Success!

by *Chris Hauf*

On Saturday, September 8th, over fifty Rochester Chapter NRHS members and guests enjoyed the R&GVRRM's annual picnic with good food and lots of trains. A first was achieved during the picnic with our Plymouth BL making its first voyage under its own power out on to our mainline from the restoration building and down into Industry yard. It looked really great sitting in Industry, and it ran perfectly. Thanks to Kevin Klees for making it happen!

Another highlight was train operations using Lehigh Valley Railroad ALCO RS-3m #211. Thanks to Mike Dow and his team for having 211 ready to run for the picnic.

Finally, we had a visit from a group from the Sterling Historical Society who are restoring an authentic Lehigh Valley tower in Sterling. They had a great time and were impressed with our museum.

At this time, thanks also need to go out to all the rest of the people that helped out and to all of those who brought something. As usual, this was a team effort and the list is too long to mention, but everyone knows who they are. Thanks!



Left: The BL sits on display in Industry yard for everyone at the picnic to see. One quickly sees the size difference in size between the Plymouth and ALCO RS-1 #9.

Below: The Plymouth BL #1 descends the Hill block into Industry yard for the first time under the control of Kevin Klees with Ron Amberger holding down the fireman's seat. [Photos & captions by Chris Hauf]



Track Car Operator's Schedule

Harold Russell;
haroldrussell@juno.com

- Sept. 9:..... Phil McCabe
 Ryan Kane
- Sept. 16: Al Emens
 Bob Moore
- Sept. 23:..... Al Emens
- Sept. 30: Tom Anderson
- Oct. 7: Phil McCabe

Charles Marks

Jesse Marks

- Oct. 14: Al Emens
 Tom Anderson

- Oct. 24: Al Emens
- Oct. 28: Jay Consadine
 Bob Moore

Season Ends!

Thanks to our volunteers for making this portion of the Museums' experience a success!

Depot Guides ????

Your President's Message:

We are in need of at least two people to serve at Depot Guides each day we have visitors. Volunteers need to be at Industry by 11 AM to open up and prepare the Museum for visitors, and plan to stay until around 5 PM to close.

This is an important role that needs do be filled.

Please don't assume someone else will call and sign up.

PLEASE contact Dave Peet ad 586-8964 or email at davepeet97@frontiernet.net or myself: 359-8944 jnmk2k@frontiernet.net.

Thanks in advance for your help!!!

Membership Report

Jessica Stallone, Chair

National is changing the renewal process for the upcoming renewal season. Renewal applications will be sent directly to you. National should be sending them out within the next few weeks. When you receive your renewal form, please send it in at your earliest convenience and make sure you keep your new membership card.

National dues will be increasing from \$20 to \$33 to help support the organization, so you may notice an increase in the total dues cost.

If you do not receive a renewal application by the end of October, please contact me at membership@rochnrhs.org.

Welcome to this new family:

Howard E. Dinkel (Gene)

8 Musket Lane
Pittsford, NY 14534

Howard joined up with family members Joanne & Jeremy. His interests include publication, historical research & trips

Add this renewal/address to your roster.

Randy Bogucki

PO Box 174
Grove City, PA 16127

Change of address:

Dee & Bev Mowers

833 Stowell Dr., Apt 4
Rochester, NY 14616-1843

Dan Waterstraat awarded Fairmont Cup

The Rochester Chapter NRHS has a yearly award called the Fairmont Cup which is given by the Chapter's Board of Trustees to the outstanding volunteer for the year. It is crafted from a Fairmont carburetor.

The 2007 winner is Dan Waterstraat. The award was given by Jeremy Tuke, President at Saturday work session. Normally, it is given at the Annual Banquet, but Dan was not able to attend this event. ***Congratulations Dan!***

Kelsey Anna Johnson

Our heartfelt condolences go to the families of Erin and Ryan Johnson, and Mary and Joe Scanlon, in the loss of Erin and Ryan's infant daughter Kelsey Anna.

Erin is Joe and Mary's daughter, and Ryan is their son-in-law. Joe and Ryan have been volunteers at the Museum for many years.

Library Report

Charles Robinson, Chair

No report for this issue as Charles was at Seashore Trolley Museum.

LIBRARY IS CLOSED UNTIL FURTHER NOTICE

Quiz

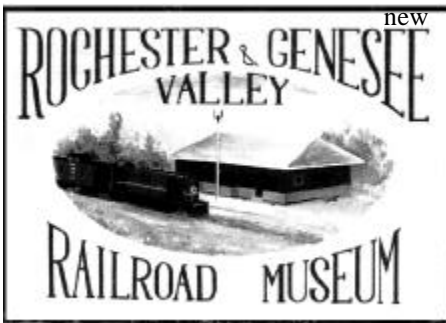
New York State has only ONE serviceable steam RR engine. Where is it located?

Answer on Page 7.

Contributors to this issue: Harold Crouch, Jim East, Chris Hauf, John Redden, Harold Russell, Jessica Stallone, Jeremy Tuke, and Rand Warner and various publications as indicated.



(Photo by Chris Hauf)



Motive Power

by John Redden

Diesel locomotives

Much of the activity during August was directed at getting diesels running, and properly arranged for Diesel Days. The **F-M H12-44**, 80-ton **GE centercab**, and **Alco RS-1** were all used for the Event, so we had operable locomotives from three builders on the main, as well as the Plymouth in the Upper Yard (see below). In addition, another Alco with an EMD primer mover (**LV211**) was stationed at the Transfer Point. So, five operable antique locos, with five separate manufacturers represented - not bad for our little Museum!

Mike Dow spearheaded an effort in the last few weeks leading up to the Event, and got the **211** operating again. He got the freshly-rebuilt brake valves re-installed, located a ground problem with Jim Johnson, and performed various other tasks including pre-lubrication, and seating new brushes, on this unit. Thanks to Mike, Dave Scheidrich, Luther Brefo, Mike Roque', and Jim Johnson for getting 211 back into operation.

Chris Hauf's efforts of the past several months paid off, with the first mainline operation of the **EK-9** in over two years. Thanks go Chris and his assistants, we now have another big road switcher available during the Summer months. Mike Dow was also instrumental in locating a dirty interlock contact on the EK-9, that had been keeping it from loading.

During the Diesel Days operations, Mike Roque' noticed that one of **1654's** prime movers was not loading properly. Dick Holbert suggested changing fuel filters. Mike took the 1654 into our Upper Yard, and performed the filter

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

change. 1654 was quickly back on line after this, and loading properly.

The **1941** had its oil pan for prime mover #1 re-installed, thanks to Luther Brefo, Kevin Klees, Dave Scheidrich, and John Redden. 1941 continues to move gradually towards re-activation in the near future.

Dave Luca discovered a problem with the running gear on **1843**. It turns out that the journal box wedge had been dislodged from its normal location, sometime in the past. The team of Mike Roque', Matt Tuke, Norm Shaddick, Dave Chapus, and John Redden corrected this problem by jacking up the axle, and re-setting the wedge.

Steve Huse undertook a comprehensive study of the prime mover temperature readings on the **1654**, and correlated these with the in-cab gauge readings. This will be valuable data as we use the 1654 during future operations. Thanks to Steve's work, we were able to conclude that the gauges do indeed give an accurate and timely reading of the engine temperatures as they change throughout the day.

Plymouth Gasoline Locomotive:

During August, Plymouth Locomotive #1 took part in its first Diesel Days event. The locomotive performed many demonstration runs at the north end of the Restoration Building Yard, near the mainline. The small dump car came along for the ride as well.

Additional work performed in August included the installation of the radiator fan belt and generator wiring. The voltage regulator on the generator has been checked out and works fine. Final steps in completing the bell and bell operating cord are almost complete.

Ron Amberger modified the throttle linkage to make it less sensitive. As originally installed there was very little range of motion on the throttle lever between idle and full speed. Other adjustments have been made to the

clutch and brake operating levers as well.

Thanks to all of our Motive Power volunteers, and also to Norm, Mike

Thursday Meeting at Museum on 16 Aug. 07

by Rand Warner

What a great experience for our members, visitors and pro photographers.

In a joint R&GVRM and NYMT effort, we were treated to diesel locomotive and cabooses rides, track car rides and trolley rides.

This is really something pretty special that we all should greatly appreciate.

It took a lot of blood, sweat and tears to make it happen and to keep it happening that Thursday night!

It was really neat to be able identify each individual loco from a afar by its unique engine sound and whistle.

Seeing the trolley with head light on, at dusk, looked very authentic and prototype.

Operating signal and dispatching equipment added to the realism.

The evening wrapped up with a night photo session for the pros.

WOW Are we blessed or what! Many thanks to all the many it took to make

Rochester Chapter receives Railway Heritage Grant

Twelve Railway Heritage Grants totaling \$35,000 were awarded to four NRHS Chapters and eight organizations that preserve railroad history. This is the 16th year such grants have been awarded. All grant monies come from donations; none from dues.

The Rochester Chapter, NRHS was awarded \$1,800 to purchase four new locomotive batteries for former Lehigh Valley Railroad Alco RS-3m locomotive (#211). [*The Lake Shore Timetable*, July/August 2007]

Burro Crane

by Rand Warner

All the many years of work on our Burro Model 30 Locomotive crane will be paying off – once we get the crane out of the shop and the previously painted boom re-installed again.

Thus we can make a serious start on cleaning up the right-of-way of scattered rails, hardware, and other heavy items.

The Burro crane will also be handy for salvage operations, as well as heavy maintenance lifting for loco repairs, etc. The crane has a rated capacity of a least six tons.

It will be VERY valuable for new track work in Northwest Quadrant.

Steam Scene

by Rand Warner

Gerry Bertoldo's railroad in Pennsylvania is renting a registered and certified 0-4-0 saddle tanker for a weekend or so this season, as a special attraction for visitors.

We will be interested to see how this experience works out, as we could do something like this in the future. A rented steamer could also provide steam to share our Heisler fireless giving us the possibility of DOUBLE HEADED LIVE STEAM!

Something to seriously ponder.

Thanks to

Gunnar Richardson for donation of 30-inch sheet metal 3-roll forming machine to our metal shop, plus assorted other items for our track car and construction fleet.

Rand Warner for donation of 12-volt electric boat winch, tool, and other items for shop areas.

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.

Check it out!

Excursion Track Work

by Rand Warner

Richards, Dave Chappus, Rand Warner, and Luther Befro completed ballasting of the rebuilt frog area on Switch #4 in time for August Chapter meeting.

Rand Warner has inspected all mainline trackage used by visitors on our track cars, trains and trolleys. Our rolling track gauge with level is invaluable for this type or work.

Traction Action

by Rand Warner

Work continues at a frantic pace on extending the trolley overhead Southward at NYMT.

Backbone assemblies are being installed by Charlie Lowe and Bob Achilles, using R&GVRM bucket truck.

All the backshop of work of prefabricating overhead assemblies from Charlie's drawings is now really paying off big time - thanks to all the shop guys.

Rand Warner is now installing rail bonds on the east rail of track from Giles Crossing to Loop Switch, to complete double rail bonding.

Next comes contact wire!

Wanted

- Rotary index table for our metal shop mill.
- Relay ties, switch timbers and #3A ballast for new track construction on west side of LA&L RR
- Cantilever car jacks for working on our passenger cars for the train set.
- Sheet metal worker with welding and cutting experience to do rehab on Subway Car #60, now that we have ability to move it outdoors from the shop.

LA&L RR Track Upgrade

by Rand Warner

One of the two mainline rails past our Depot is now upgraded to 130#/yd. rail.

By the time you read this, the other (west) rail may be done as well.

The heavier rail, new ties, etc. will upgrade the track structure to support higher axle loadings and higher train speeds.

Part of the overall program is relocation/replacement of our existing switch northward, and installation of our new switch to the west for our new storage track for our passenger excursion train set.

From Our Past

by Rand Warner

The Chapter drumhead we all enjoyed seeing displayed at the rear of our recent dinner train excursion on the Tioga Central was made by the late Elmer Galsey, a long time pillar of the Chapter. He made it for us at the place where he worked. We have now had at least 50 years use from it. Thanks for a great treasure, Elmer!

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.

Steam Team Meets

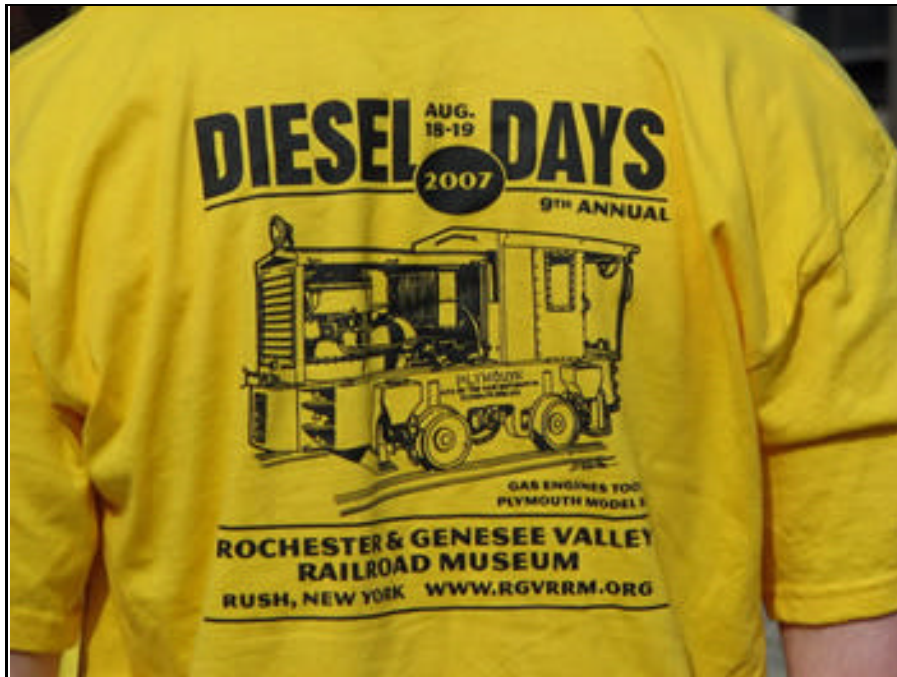
This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredde@frontiernet.net.

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>

Views of Diesel Days of August 18 and 19



The 9th Annual Edition of Diesel Days was a real success with nice weather, nearly 600 visitors over two days, and operations of several locomotives from the collection of the Rochester & Genesee Valley Railroad Museum including the first public demonstration of BL #1, the Plymouth Model BL gas-mechanical locomotive. This engine was the subject of the R&GVRM's traditional yellow train crew T-shirts.

(All photos and captions by Chris Hauf)



Operating for the public passing by on Diesel Days trains, Plymouth BL#1 operates along siding #6 pushing small side dump car which is part of the R&GVRM's collection.



Above: This family boards our F-M #1843.

Left: Enjoying an 'open air' ride on LV #211 with the Erie caboose in tow.

US & Canadian Steam Locomotive Production

by Rand Warner

Extracted from "Classic North American Steam" by Nils Huxtable

2-6-0 Mogul

Approx. 11,000

2-6-2 Prairie

Approx. 1500

2-8-0 Consolidation

23,000 Domestic
12,000 Export

2-8-2 Mikado

Approx. 10,000

2-8-4 Berkshire

Approx. 750

2-10-4 Texas

Approx. 500

4-4-0 American

Approx. 25,000

4-6-0 Ten Wheeler

Approx. 16,000

4-6-2 Pacific

Approx. 6,000

4-6-4 Hudson

500 USA
70 Canada

4-8-2 Mountain

Approx. 2,000

4-8-4 Northern

Approx. 900 USA

Geared Logging Locos

Approx. 3,000 (Total for Shay, Heisler and Climax combined.)

4-6-6-4 Challenger

Approx. 230 total with 105 on Union Pacific

Speeders were a hit at Lake Shore Railway Museum

On July 21, the Museum hosted two railcars from the Ohio Valley Railcar Association. Both cars provided rides during and after museum hours. Over 137 rides were given; the donations for the weekend almost doubled! The two railcars will return during the Wine Country Weekend.

In the evening, Jim Morvay presented a public program about National American Rail Car Owners Association (NARCOA) and speeders in general. [*The Lake Shore Timetable*, July/August 2007]

An Engine Repair

by Harold Crouch

The Monongahela Connecting RR in Pittsburg, PA. had a Baldwin Locomotive Works diesel electric switching locomotive which had a Baldwin Model 606 Diesel Engine - six cylinders in-line, four cycle, normally aspirated. The engine crew blocked the Low Oil switch in and continued to run the engine till it froze! (Nothing serious, the engine just won't run anymore!)

The railroad asked Baldwin for a cost estimate to repair the engine. A Baldwin representative came, took a look and stated that it couldn't be repaired, so tried to sell the railroad a new diesel engine. The railroad was reluctant to go that far, so made a phone call to New York Central's Collinwood (Cleveland) Ohio diesel locomotive back shop to ask what the charge would be to repair the engine. Going on information from over the phone, it was estimated that the crankshaft would have to be re-ground to the next standard undersize and the main bearing caps and the main bearing bores line bored back to new dimensions. For this a charge of \$1,000.00 would be made at the time (1954).

Shortly, the base with its crankshaft arrived and what a sorry sight it was!

Monongahela

Both ends and both sides were bowed in like a saucer! The main bearing caps were wedged so tightly that they could not be moved when beating on them with a sledge hammer! So a cutting torch was used to cut the caps in two.

At that time, the machine shop had a large open side planer, the table of which could just barely take this base. When machining started, it was discovered that we were adding to the bow! The planer had been used in the center of its travel and seldom got out to its full travel. So the base has to be taken down while the millwrights repaired the planer to machine correctly.

Mean while, the crank shaft was found to be scrap account of heat checks. So the Monogahela had to buy a new crank shaft in addition to the new main bearing caps. Subsequently, the engine block was set up a skim cut taken off the bottom to ensure that the center line of the cylinders would be right angles to the crank shaft. A thicker gasket than normal was provided between base and block to compensate for the machining that had been done and so maintain the 3/16" clearance between the top of the piston and bottom of the cylinder head.

The re-built the engine and re-applied it to the carbody. The unit ran for quite some time before finally being retired!

Finger Lakes Railway plans acquisition

FLK plans to file an application with the Surface Transportation Board to assume control of the Ontario Central Railroad (ONC). The ONCE connects with the FLK at Shortsville, NY although CSX and Norfolk Southern both have haulage rights over FLK. FLK recently completed a transaction to acquire Livonia, Avon and Lakeville's 81% interest in ONC. The LA&L has controlled ONC since 1998. [*The Lake Shore Timetable*, July/August 2007, pg 4]

PRR E8s to lead excursion train

Bennett Levin's PRR E8s will head a fall excursion that leaves Philadelphia on November 2 for Steamtown in Scranton, PA. It will travel there via Reading and Allentown, PA on ex-Reading, Leigh Valley, Lehigh & Hudson River, and Delaware, Lackawanna & Western trackage. On Nov. 4 the train will travel ex-DL&W rails to Binghamton, then onto the ex-Erie Southern Tier route to Olean, NY. It returns to Philadelphia on Nov. 5 via the x-PRR Buffalo line to Harrisburg. Price is \$4,950 person. [*The Lake Shore Timetable*, July/Aug. 2007, pg 4]

Lake Shore Railway Museum suffered Vandalism & Theft

Between 11 PM August 4 and 11 AM August 5, burglars broke into the Lake Shore Railway Museum's 1926 Pullman *Central Park*. They went through every room, opening every door, compartment and hatch. They stole three or four antique steam gauges as well as one of the art deco chrome ashtray/drink holders that belonged to the car. The thieves gained access to the car by breaking out the window on the end of the car, and removed items from the car through one of the side hallway windows. The local police responded and took digital photographs throughout the car.

Central Park was built in 1925 and ran on many NYC passenger trains, including the *20th Century Limited*.

Museum volunteers had began restoration work on the observation lounge section in 2006. It was reopened to the public in the fall of 2006 to demonstrate the work-in-progress. [*The Lake Shore Timetable*, July/Aug. 2007, 5]

Amtrak Humor

One day an engineer calls the dispatcher and asks him for the time. The dispatcher responds by asking him what road he works for. The engineer is annoyed and snaps: "What difference does it make?"

"Well," the dispatcher drawls, "if you work for the BN it's 2 p.m.; if our work for UP it is 1400; if you work for Norfolk Southern or CSX, the big hand is on the 12 and the little hand is on the 2; and if you work for Amtrak, it's Tuesday." [*Switchlist* via *The Lake Shore Timetable*, July/August 2007]

Locomotives Burning Wood Pellets to Satisfy Neighbors

Tourist railroad Durango & Silverton in Colorado is now burning wood pellets in its locomotives when they sit overnight in Durango roundhouse area. Owner Al Harper pledged in January to spend \$1 million over five years to reduce the emissions from the coal-fired locomotives. The railroad now burns about 1,000 pounds of wood pellets every night in each of four locomotives it keeps under steam. The pellets cost about \$150 per ton, coal costs only \$59.80 per ton.

Residents were complaining about the soot, smoke and noise. A compromise was necessary as the railroad is an important part of the town's economy and history. A huge difference in all-night emissions was noted, although at start up in the morning significant amount of smoke occurs. [*Intermountain News*, September-October

Walter Rich Dies

July-August

Walter Rich died at his home in Cooperstown on Thursday, Aug. 9 after months-long battle with pancreatic cancer.

He was 61 and leaves behind his wife, Karine and their children, Stephanie and Derik.

Mr. Rich was born in Oneonta in 1946, grew up in Franklin, attended Syracuse University as an undergraduate and earned his law degree from Syracuse in 1971.

He began his railroad career with a tiny excursion line, operating a steam locomotive along a 2.6 mile stretch of track in the Oneonta area.

Over the next 35 years, he built a regional freight carrier that operates in New York and New Jersey: New York Susquehanna & Western Railway, plus others. He was a promoter of shortline railroads, and as such was Chairman of American Short Line and Regional Railroad Association, representing Class II and III railroads.

Walter Rich was also active in many civic organizations. [Various sources]

NS to install new dual treated crossties

New ties will be treated with both a borate solution beside traditional creosote. 325,000 ties are to be produced this year and are expected to last for more than 20 years. This process will use 200,000 gallons less of creosote, a petroleum whose price continues to rise. In addition, the borate treatment will resist decay and pest and fungi. Southern coastal areas are the targeted areas. [Turntable Times, July, August 2007, p. 2]

Giant Dredge Scrapped

In Ohio coal fields, strip mining is used since the coal seams are near the surface. This shovel was used to strip off the soil above the coal. It was built by Bucyrus Erie and completed in 1966 and owned by the Hanna Coal company. It took 250 railroad flat cars to deliver all the parts to the construction site. It was last used in April 2006, when the "Silver Spade" suffered a failure of rollers located in the huge rotating turret area. During its 41 year life, it moved 600 million tons of material (407 million tons is reported for the building of the Panama Canal. Log onto www.hcrhnp.org for more info.

An effort to save this machine for a museum failed, although a considerable amount of money was collected. It just was not feasible; but major parts will be salvaged.

[Turntable Times, 2007, pp 4-6]

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 5:47 AM on Amtrak train #280 *The Mohawk*. We are scheduled to arrive in New York City at 12:25 PM and transfer to Amtrak train #647 departing at 2:11 PM and arriving in Lancaster at 4:51 PM. We will transfer by bus to Good n' Plenty Restaurant for their famous family style dinner included in trip. We will then transfer by 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 9:00 AM 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 2:00 PM at the Strasburg Railroad for our tourist train ride and a visit to the train museum. We will return to our hotel at 5:00 PM to relax before departing for the Dutch Apple Dinner Theatre at 6:30 PM 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 10:00 AM. Lunch will be available at Chocolate World. After lunch we will visit the Antique Automobile Club of America before returning to our hotel at 4:00 PM. 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 8:30 AM for our 9:33 AM departure of Amtrak train #644 arriving in NYC at 12:19 PM. We will transfer in New York Penn Station to train #285 departing at 1:45 PM & arriving in Rochester's Amtrak Station at 8:25 PM. 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

(As of this writing, one Chapter couple has signed up. Just ten spaces remain for this trip!)

Finger Lakes Live Steamer Open House

Saturday and Sunday, Sept. 22 & 23; 10 am to 4 pm

Club location at Marengo, NY. Best route from Rochester, take NYS Thruway to exit 42, then NYS Route 318 east to just past the Outlet Mall (you can leave spouse there with a charge card!) to Whiskey Hill Road. Go North about five miles to the FLLS facility.

Answer to Quiz on Page 2.

Arcade & Attica Railroad, Arcade, NY: No. 18, 2-8-0, Alco 1920, ex-Boyne City Railroad. *Railfan & Railroad*, July 2007, p. 12.]

Shows, etc.

Sept. 16: Rochester Harvest Train Show, Diplomat Banquet Center, 1956 Lyell Ave. 10am to 3pm. Vendors and displays. Contribution: Adult: \$5; \$2.00 child under 2. Sponsored by Toy Train Collectors Society.

Sept. 29 & 30: Adirondack Scenic Fall Rail Photography Weekend. First-ever FALL photography special, including train photo opportunities on both days. Tickets for this event are limited and are \$50 per person for the weekend in advance, \$65 at the gate, if available. Order tickets directly from the Adirondack Scenic Railroad at 1-877-508-6728. [*American Rail Link*, Issue 316]

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:
**Buffalo Central and
 Cleveland Union
 Terminals**
 by Bill Bigler
September 20, 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, Russell

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				