



# The Semaphore

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

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## Program for Nov. 15:

### N&W Steam, VGN Electrics and Pennsy Steam

by **Ted Jackson**

Both the N&W and Virginian movies were shot between 1957 and 1959 when I was a graduate student at Virginia Tech (There are those who claim I chose Virginia Tech because the N&W was still mostly steam!) The N&W movie centers primarily on activities on the Blue Ridge and Christiansburg Mountain as well as the Blacksburg branch. The Virginian movie focuses on the portion of the line between Roanoke and Princeton which was electrified although you will see an occasional FM Trainmaster. This movie also included some shots of the last day of passenger service on the C&O James River line, a few shots of the Virginia Blue Ridge RR and a few more scenes of the N&W. The final movie on the Pennsylvania was shot in the mid 1950s, primarily of the Sodus Branch featuring a coal train we chased from Stanley Jct. to Sodus Point.

Ted is a Rochester native and retired from Kodak in 1985. He joined the Chapter in either 1959 or 1960 but started trainwatching (on my bicycle) about twenty years earlier. He has not held any Chapter offices but has written several articles for *The Semaphore* and he is currently writing a book for the Chapter on the Rochester Division of the Erie Railroad.

## Future Programs

**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



## High and Dry!

With continued good weather this fall and building on the success of an extensive ongoing clean-up effort at the R&GVRRM, Joe Scanlon has the controls of the Huber-Varco road grader as adjustments are made to the fill south of the Restoration Building so track can be built at the end of the building following on the successful install of the yard north of the building. [Chris Hauf photo and caption]

## ELECTION 2008

By *Harold W. Russell*

**Next year's election will bring many changes to our Chapter. All the Officer Positions, the National Director and two Non-officer Trustees positions will be vacated.** Jeremy Tuke and Chris Hauf have served well as President and Corresponding Secretary but term limits require that they do not run for these offices.

Now is the time for you to consider running for office. As such you will partake in all Chapter decisions and will have the satisfaction that you have contributed to our continued success. The Chapter Board meets the first and third Thursday of each month. Your schedule should allow you to attend these meetings.

John Stewart is the Chairman of the Nominating Committee. If you are interested in serving, it is not too early to let him know.

Here are the responsibilities of each office:

### President

Preside at all regular and special meetings of the Chapter and the board.

Appoint members to the standing committees as named in Article VII.

Appoint ad hoc committees to carry out special Chapter projects.

Oversee the Operation of the committees and other Chapter activities.

Present a written annual report to the Chapter membership.

*(Elections continued on Page 2)*

## Election 2008 (Cont'd from Pg. 1)

### Vice President

Preside in the absence of the President

Assist the President in carrying out his duties

Coordinate publicity and public relations for the Chapter.

Supply the N.R.H.S. Bulletin with an annual report of the Chapter's current activities.

Maintain a list and a description of the educational, scientific and historical programs, publications and special preservation projects for the information of the members and of the interested public.

### Recording Secretary

Record the minutes of the regular and special meetings of the Chapter and the board, and to maintain a permanent, continuing, accurate and legible record of corrected and approved copies of those minutes.

Maintain an up-to-date copy of the Chapter By-Laws.

Maintain all other records of Chapter activities.

### Corresponding Secretary

Maintain a complete file of all Chapter correspondence.

Check the Chapter mailbox frequently and to notify the Chapter President and other officers as soon as possible of any correspondence or other information pertaining to the Chapter.

Write appropriate letters of thanks to donors, speakers, and others.

### Treasurer

Maintain complete, accurate, up-to-date and legible financial records on a monthly basis for the Chapter.

Present a report of the Chapter's financial status at each regular and trustee's meeting.

Be the sole person to pay the Chapter's bills.

Collect monies for outstanding bills owed the Chapter.

Receive all monies donated for the educational, scientific and historic purposes of the Chapter.

### National Director

Represent the Chapter at the regular and special meetings of the National Board of Directors.

Report in writing to the Chapter, the business and events taking place at National meetings and related events.

### Trustees

The six non-officer Trustees act as advisers to the Officers and have a vote in all decisions the Board must make. Trustees are expected to assume certain assigned tasks and responsibilities, attend most of the Trustee meetings and be willing to assist in raising funds for the chapter.

### Joan Rosentover

(Mother of Ron Amberger)

The Chapter wishes to express its condolences to Trustee Ron Amberger, on the passing of his mother, Joan Rosentover. Mrs. Rosentover passed away in New Jersey this month (October), at the age of 90. Ron has been a very active member in the Chapter, and at the Museum for many

### Still looking for a space

by Gale Smith

Our former Webster library facility has to be vacated by December 1, 2007! Except for tidying up, the Library portion has been moved.

HOWEVER, the space occupied by Publications/Printing needs a new home.

The equipment are: Xerox copier/printer, computer for above, paper storage rack, folder, work table, PLUS floor space for volunteers. Power requirements: 3-110V/15amp outlets; heat during winter and convenient access to this space.

This equipment is used to print the many brochures and handouts for both the Chapter and NYMT — AND *The Semaphore!* (You do want to receive it each month, don't you?)

Contact: Jeremy Tuke @ 359-8944, jnmk2k@frontiernet.net or Chris Hauf, 381-8583, crhauf@frontiernet.net.

### Renewal Bills Arriving - PLEASE NOTE ERROR

You should be receiving your renewal bill and membership card in the mail, if you have not already. You will notice that the renewal bill has a return address that is addressed to Janet Dittmer, the previous Membership Chair, instead of me. This is a mistake that National notified me about AFTER the renewal bills were already printed and mailed out!

*Please make sure you send your renewal to me instead of Janet.* My address is:

**Jessica Stallone, Membership Chair**

**60 High Manor Drive Apt 1**

**Henrietta, NY 14467**

*Your renewal bill has a field labeled "Donations to Your Chapter". Please use that field to indicate your tax-deductible Chapter donation. Your donations are greatly appreciated.*

If you do not receive a renewal bill by the end of November, please let me know immediately so that I can resolve any other data issues with National.

Jessica Stallone

Membership Chair

### ... We were not alone

Central New York Chapter (Syracuse) also had the incorrect return address for their Membership Office.

Jessica's address was correct in the 2006 Annual Review, which you recently received, or will receive shortly.

### Carousel Slide Trays for Sale

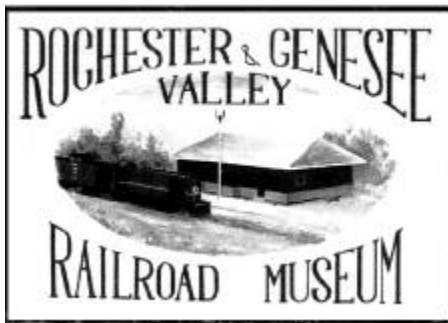
Contact Chris Hauf, 585-381-8583; crhauf@frontiernet.net.

### LIBRARY IS CLOSED UNTIL FURTHER NOTICE

Charles Library report is on Page 6.

**Contributors to this issue:** Harold Crouch, Mike Dow, Chris Hauf, John Redden, Harold Russell, Jessica Stallone, John Stewart, Otto Vandrak and Rand Warner and various publications as indicated.

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## Motive Power

by John Redden

### Diesel locomotives

The focus of the great majority of our work this month has been our 45-ton GE Centercab, the Rochester Gas & Electric number 1941.

Art Mummery brought his heavy-duty torque wrench out to the Museum on Saturday the 6<sup>th</sup> of October, and a team of several volunteers, got the heads on prime-mover number-one torqued down. As soon as this job was completed, we had a flurry of activity on this engine, performed by a large a varied group of volunteers. Tasks included oil pan installation, headlight installation, water-leak testing, installation of the intake and exhaust manifolds, fuel injectors, rocker boxes and push rods. We also adjusted the valves and injectors.

On the electrical side, we had inspection and cleaning of the Main Generator, and continued work on the high voltage wiring, and preparation for the installation of new KIMSTART units.

Later, we did pre-lubrication and roll-over of the engine, repair of the muffler, installation of the fuel injection manifolds, the preparation for window installation, and probably a few other jobs that your author may have forgotten. So far, our inspections have found no problems, so we remain cautiously optimistic that the engine will run as intended and it is our earnest hope that by the time you read this, the prime mover will have been test-run, and our locomotive will be nearing "active" status again.

The volunteer list for the various jobs is rather long this month. (We hope that no-one has been left out.) Our thanks to

**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

Art Mummery, Kevin Klees, Ron Amberger, James Johnson, Joe Nugent, Luther Brefo, Norm Shaddick, Dave Chapus, Matthew Tuke, Dan Waterstraat, Bob Mader, Mike Roque', Rand Warner, Dave Scheidrich, Pete Gores, and John Redden for donating their time and talents for the betterment of loco 1941 during the month of October.

In addition to all of the fine volunteer labor that was performed, a number of items were purchased and donated by our members during this month. We wish to extend a special "Thanks" to Dan Waterstraat for locating, and Jim Johnson for donating, two brand new KIMSTART units for this locomotive. These units allow us to pre-heat the diesel engines prior to starting in cold weather. Kevin Klees purchased a length of flexible exhaust tubing for the rebuilt engine. John and Elaine Redden located and purchased a number of specialized fuel line fittings. And Joe Nugent offered to purchase new window gasket material for several replacement windows.

### OUR THANKS TO ALL!

#### Gasoline Locomotives

##### Plymouth Gasoline Locomotive

During October additional components of the Plymouth engine canopy panels have been fabricated. The frame for the engineer's side is complete and has been temporarily installed. The control panel has been reinstalled after painting and lettering. The bell has also been sent out for engraving, and has been returned for installation. The cab floor installation is almost complete.

In the coming months the additional canopy frames will be fabricated and the sheet metal will be installed on them. A system of props to hold the engine canopy side panels open has been designed and fabrication has begun.

#### TrackMobiles

Bob Mader, Rand Warner, Art

Mummery, and Norm Shaddick continue to work their magic on the TrackMobiles. Both of the blue ones have been started, and one unit has been moved into the Restoration Building for further work on the carburetor and valves. In addition, during October, the fuel tank on TM#1 was removed, repaired and reinstalled by Bob and Norm.

#### Steam

Mike Walsh, Joe Nugent, and Luther Brefo disassembled and removed the rear coupler on the Heisler fireless locomotive this month. This allowed the clean-up and priming of the area behind the coupler, and the replacement of the rotted wooden block on the pilot beam. Thanks to these three volunteers, as well as Matthew Tuke, for continued work on rust removal, priming, and painting parts of this loco.

#### General

Ron Amberger and Norm Shaddick checked the anti-freeze protection level on all of our motive power, as well as many other pieces of equipment around the Museum. Thanks, Ron and Norm.

We had a spectacularly productive month in October. Lets hope for continued good progress in the Winter months to come!

Thanks to all of our Motive Power

## Operations

by Mike Dow

### Railroad Operations Department Revival

Do you want to operate trains on the museum's demonstration railroad? Join the operations department!

As Railroad Operations Department Superintendent, I am leading a revival of the museum's Railroad Operations Department. Our initial goals are to increase the number of qualified train crews, facilitate more opportunities for volunteers to operate, and manage the

(Continued on Page 4)

## Operations (Cont'd from Page 3)

movement of trains on the museum's demonstration railroad.

We are also looking for your ideas and thoughts on this department. We plan to hold regular open meetings and training on the second Thursday of every month, so come out and tell us what you think!

If you're interested in crewing trains, dispatching, clerical work, or anything else having to do with running trains at the museum, contact me at [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com) or 716-474-2833. If you are already qualified at the museum in some way, let us know what you can do!

Thank you, Michael Dow Operations

## Buildings & Grounds

*by Rand Warner*

Dave Luca and Rand Warner are cleaning out Restoration Building gutters.

Matt Glugowski and Dave Luca are keeping drains, ditches, culverts, and catch basins open to divert our heavy fall rain storms runoffs away from unwanted areas.

## Maintenance of Way Equipment

*by Rand Warner*

Mike Roqué has adjusted the brake shoes on the Mader Mobile track motor car.

Mike Dow has developed a new way to use the Fairmont Track Crane to remove old ties for replacement, as well as a special jacking fixture to aid in removing spent ties.

Due to lots and lots of work by Dunnington, Bob Mader, Norm Shaddick, Lynn Heintz, and other helpers, the former GVT HiRail truck is now operational and on track, ready for

### 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.

## Water Situation

*by Rand Warner*

Effective 3 November 2007, our Depot water supply will be shut off by the contractor for NYS Office of Children & Family Services.

For our volunteers working over the winter season, please bring your own bottled water, as most of us are already doing anyhow.

For toilet flushing, we will provide an arrangement.

For hand washing, we can provide waterless soap, similar to what we now have and similar to what NYMT has just installed.

As we already have our own dedicated septic arrangement, and storm drains arrangements, no changes are required in these areas.

Please bear with us as we work with the County to get things worked out for next years visitor/operating season for the public.

## Signal Department

*by Rand Warner*

Mike Dow and Sam Swisher have been discussing longer range plans and strategy for signal systems expansions: considering R&GVRM and NYMT, ac and dc, trains and trolleys, and other pertinent factors. We will be hearing about their thoughts and recommendations options. We need to think about telephone and telegraph also, as related to the total mix.

## Tool Car & Shops

*Supt. Charles Harshbarger*

Jim Johnson and Charles Harshbarger have set up a new battery storage and charging facility in the Restoration Building, and it is now fully operational.

They also have set up a file cabinet with labeled drawers for storage of power tools. This cabinet is on the north end of the main workbench area.

We continue to add hand tools to the rack area that Dan Waterstraat set up years ago. We will soon need to expand this capability as we continue to move tools and projects away from the Depot/Tool Car areas, and into the Restoration Building.

## Safety Department

*by Rand Warner*

Dave Luca, Norm Shaddick, John Redden, Bob Mader, and others keep an eye on our locomotives, track cars, TrackMobiles, freight cars, passenger cars, non-revenue equipment and maintenance equipment for safety.

Steve Huse keeps our fire extinguishers checked out and inspected. It is very important **NOT** to block access to these extinguishers.

Dale Hartnett and Rand Warner have been cleaning up in the Restoration Building, getting rid of all unnecessary flammables, and organizing places for storage as needed. Neatness promotes safety of both people and stuff, as well as reducing fire hazards. Let us keep it that way.

## 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!**

## Thanks to ...

**Gunnar Richardson** for another donation of heavy tools and machine shop items.

## Freight Car Department

*Chris Hauf, Supt.*

The wood deck of the Conrail flat car has been cleared of all stored material, and old rotted decking is now being removed down to the frame. This will permit installation of new decking so we can use the car in general flat car service to support our many projects.

Thanks to Chris Hauf, Dave Luca, Dave Chapus, Rand Warner, Joe Nugent, Dave Scheiderich, and others who helped make this happen.

## Track Department

by Rand Warner

Preparations for new track South of the Restoration Building are going ahead rapidly. All loose items on the ground have been relocated. Heavy equipment is ready to move. The two red storage trailers will be relocated to along the east side of the Restoration Building. Materials beside the building have been relocated and dirt is being regraded to proper level.

A large crew including Jeremy Tuke, Chris Hauf, Dave Luca, Dan Waterstraat, Scott Gleason, Mike Roqué, Rand Warner, Dale Hartnett, Norm Shaddick, Bob Mader, Lynn Heintz, Ron Amberger and others has made this possible.

More new ties are going into the Hill Block and Switch #5 area; thanks to Mike Dow, Luther Brefo, Dave Chapus, Mike Roqué, Duncan Richards, Joe Nugent, Dave Scheiderich, Rand Warner and others.

New relay and landscape ties and switch timbers are being sorted, stacked and allocated by Luther Brefo, Mike Dow, Duncan Richards, Chris Hauf, Mike Roqué, Dave Luca & Co.

Rail is being relocated and restacked by Mike Roqué, Mike Dow, Dan Water-

## TrackMobile Department

by Rand Warner

Norm Shaddick and Bob Mader have gotten both of our blue Army TrackMobiles running, and relocated to Track #6 on the northwest corner of the Restoration Building. This involved gas tank, carburetor and tune up work (and blood, sweat & tears).

It will be great to have the capability, convenience and redundancy of two good units, to assist with our special our movements, etc.

Have you ever seen a double header with two TrackMobiles?

## Wanted

- Rotary index table for milling machine
- Portable spot welder to run on 120/240v single phase
- #3A track ballast crushed stone
- Relay ties and switch timbers
- Cantilever passenger car jacks
- Hand pallet jack
- Good track bolts/nut/washers for 80# and 90# track.

## Traction Action

by Rand Warner

At NYMT the Philadelphia & Western (P&W) #161 and #168 trolleys have been tested run to the newly extended end of active overhead. Visitors will enjoy riding twice as far, beginning at season opening next Spring 2008.

The newly installed remote start/stop capability for the trolley power substation has been a big help during the 2007 operating season.

Having both 161 and 168 trolleys available to support the every Sunday visitor rides provides reliability, redundancy and peace of mind.

## Railway Express Truck

Foreman: Lynn Heintz

Lynn continues to acquire needed items for our truck using the Internet/e-Bay.

He is waiting for rehab of the radiator at a shop in Batavia.

He is now rehabbing/replacing hydraulic brake wheel cylinders so we should have good operating brakes in the near future.

Rear axles are now installed.



## It's GREAT to have the tools and expertise in house

One of the challenges of operating older equipment is that spare parts are not always readily available. When it was discovered that the bottom of one of our 45-tonner's mufflers had rusted out, finding a replacement was difficult. Luckily, the R&GVRRM has the talents in house to do many things. Here we see Kevin Klees brazing on a patch to 1941's original muffler which is now repaired and ready for reinstallation. Replacement not required! [Chris Hauf photo and caption]

### 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](mailto: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](http://www.rochnrhs.org), or [www.rgvrrm.org](http://www.rgvrrm.org)

Past and current issues of *The Semaphore* are on [rochnrhs.org](http://rochnrhs.org)

## Deer Season — On the Railroad

by Harold Crouch

For many years an H-5 Class (2-8-2) steam locomotive was used as a pusher for westbound trains out of West Springfield, Mass., up Washington Mountain's .25% Grade.

One day a problem developed with the automatic train control equipment (GRS Co.) and so my friend, Jon Kelley, went along to see what was happening with the train control equipment.

A freight train was about to start, but the fireman was missing. Just before the freight train started, the fireman appeared bringing along his deer rifle. Just as the H-5 pushed the freight train up the mountain, the fireman explained that up ahead there was an apple orchard which usually had some deer there (Deer season).

Sure enough, when the apple orchard came into view, there was a big buck deer having a feast on the dropped apples. The fireman got out his rifle, aimed and fired, only to miss the deer. The sights of the rifle being off, thoroughly disgusted, he stepped on the pedal to open the firebox door and *threw* the rifle into the fire box — it wasn't going to miss anything again!

I often wondered what the fire cleaner thought when he found the remains of a rifle on the grates!

### Episode #2

On New York Central's Pennsylvania Division, a freight train engine crew killed a deer (out of season) and hung the deer up in the cab of their Class L-2 (4-8-2) locomotive to dress the meat. Some one saw it and reported it to the Pennsylvania Game Commission. An inspector came and found the illegal meat on the locomotive.

Under the Game Commission Regulations, the state has the right to confiscate the vehicle in which illegal meat is found. However, to their goodness, the commission returned the locomotive to New York Central — the engine crew had to pay a fine!

### Episode #3

New York Central's River Division, Weehawken, N.J. to Selkirk, N.Y. (West Shore) passes through Bear Mountain State Park where there are some deer. In talking with freight train crews, it turns out that what the deer like best to eat are cigarette Butts - of all things!

How cigarette butts can be considered a delicacy is unknown, but every body and thing to their likes!

### A Note from Otto ...

I wanted to let my fellow Chapter members know about my new book that I co-authored, designed, and produced. It's called, "*Forgotten Railroads Through Westchester County*," and it details the history of the old NYC Putnam Division, the Getty Square (Yonkers) Branch, the NH mainline electrification, the old New York, Westchester & Boston Railway, some trolley companies controlled by the NH, and a handful of lines proposed and never built.

While the focus is on these railroads of the northern New York suburbs, the book would be of interest to fans of the New York Central, the New Haven, traction, or any ghost and forgotten railroads of the last century. Many photos never before printed, many in color, and many many maps and diagrams by yours truly.

This was an exciting book to produce, and so far we've been getting great feedback. If you want to learn more about it, you can visit <http://www.nywbry.com> and click on the book cover for details.

### LA&L photos/videos desired

John Stewart is looking for any videos or slides of the early years of the LA&L. Both steam and diesel are welcomed.

John is requesting these for a future Chapter presentation with possible DVD.

Contact John at 585-704-8885 or [rgvrr@s363.com](mailto:rgvrr@s363.com).

## Off the Wires

(via the Newsletters)

John Dahl has been writing a series of illustrated articles on RR stations for the *Empire State Express*, the newsletter of the Niagara Frontier Chapter. In the November issue, he described three railroad structures: two stations (Cornwell & Lebanon built in 1885 and Reading Railroad, ca. 1901) and a building (Cornwall Railroad). All three structures have been refurbished and used as non-railroad facilities. The photographs taken in October 2006, would suggest that they were recently constructed. [*Empire State Express*, Nov. 2006]

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From the October 2007 issue of *The Lake Shore Timetable*, newsletter of Lake Shore Railway Historical Society.

... GE Transportation recently announced a \$80 million order to build 40 ES44AC locomotives for Grupo Ferrovioario Mexicano. This is addition to a 2006 order for 50 locomotives that GE recently completed. GE has a backlog of about 2,300 locomotive to be built. (via *Erie Times-News* article.)

... Erie's Union Station reported a 21.6 percent increase in ridership for fiscal 2007. This is attributed to a change in *Lake Shore Limited* eastbound schedule.

... From Oct. 22 through Nov. 12, riders on Amtrak's *Adirondack* between New York City and Montreal will enjoy panoramic views from refurbished *Ocean View*. The dome section runs the entire length of the 85-foot car. This is one of five surviving of six Great Dome cars built Budd Co. in 1955 for the Great Northern Railway. (from *Rail Pace News Magazine*)

From the September issue.

... GE Transportation is planning on building 1,200 locomotive in 2007. The most they have ever built in one year was just over 900. The Company in Erie is seeking to hire 300 new employees.

## Library Report

*Charles Robinson, Chair.*

The library is moving out. We have had an impressive show of cooperation and help in these final days of the Webster Library. In case you have not noticed, we must be out by the end of November this year. Fortunately thanks to the contribution of the members we are right on schedule.

Bill Limburg with assistance of the library chairman made two trips to the 40&8 to fasten bookcases to the wall so that books could be safely placed in them.

Rand Warner and Ron Amberger lent needed help in placing the books from the previous moves into the shelves at the 40&8. Their prompt efforts cleared the congestion of boxes on the floor at the new library and freed up empty boxes for the next series of moves. It is important to get the filled boxes to their destination and unload them promptly to free working space at both the old library and the new library and to provide boxes for the next move.

Bob Miner, Gale Smith and Ben Vernille have been most helpful in packing up and arranging the library's contents. In the nick of time, 10 members, Chris Playford, Darren Baun, Dave Mitchell, Chris Hausler, John Stewart, Mike Roque, Don Wawrzyniak, Bill Blaesi, Dave Luca, and Mike Dow showed up to save the library's third big move to the 40&8. Initial attendance to the move looked dangerously low but everyone came through.

This has indeed been a team effort.  
**Thanks to you all!**

We have prepared for a smaller move to the 40&8 which will take place before the meeting. Thanks to the help at the Webster library another move is almost ready for the storage area that can be executed before the end of the month.

There will be a final move to the 40&8 on November 15 with the library's large 3 x 6 table in the magazine room and the library's computer and printer plus a few straggler boxes. This will end library activities at Webster.

After that we clean out the building.

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## R&GVRRM and NYMT host Scout trip



The R&GVRRM played host to a group of local Boy Scouts who were working toward their railroading merit badge. In cooperation with the NYMT, the Scouts were given a tour of the R&GVRRM, a small class on different aspects of railroading like signals and signaling and were finally treated to two runs along the museum's demonstration railroad on R&GVRRM #1654 and Penn Central caboose. Here the Scouts pose on 1654 for a group photo. *[Chris Hauf photo and caption]*

It is impossible to foresee all the complications that show up at the last. I am afraid these panics are part of the business of an all volunteer organization such as ours. Unfortunately I had the impression that we had to be by the end of the year rather than a month earlier. However, I was planning to attempt to complete the moves by the end of November in any case.

Again thanks so much for everyone's help in this last minute squeeze on library moves.

### Shows, etc.

**Nov. 3 & 4: Train Show and Sale,** NYS Fairgrounds, Syracuse, NY. This is a large show, occupying two buildings. Sponsored by Central New York Chapter, NRHS.

**Dec. 8 & 9: RIT Model Railroad Club "Tiger Tracks" show:** Saturday: 10-5; Sunday: 10-4. RIT's Gordon Field House, Jefferson Rd. Adults: \$5; Seniors: \$3; Under 12: free



### Editor's Corner

A Chapter member has brought to this Editor's attention that this publication does not give directions to our museum. Maybe we can come up with a graphic (Otto — will you take the hint?) For now, will try the written word.

The Rochester Chapter, National Railway Historical Society's museum – Rochester & Genesee Valley Railroad Museum (R&GVRRM) is next to the Livonia, Avon and Lakeville Railroad (LA&L) crossing on NY State Route 251 in Industry, NY. The museum is officially closed until Spring 2008.

HOWEVER, our sister museum, New York Museum of Transportation (NYMT) is open every Sunday from 11 AM until 5 PM. It features all forms of transportation from full-size equipment to models. Two highlights for this modeler is a large HO layout, and a N-scale version of the Rochester Subway depicting the entire route.

From R&GVRRM, go East on 251 to flashing light, turn left (North) on River Rd., entrance is about 1/2 mile.

Rochester Chapter National Railway Historical Society  
**The Semaphore**  
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 Rochester, NY 14692-3326

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**Chapter Meeting &  
 Program:**  
**N&W Steam, VGN  
 Electrics and Pennsy  
 Steam**  
**by Ted Jackson**  
**November 15, 2007**  
**40&8 Club**  
**933 University Ave.**

## Happy Thanksgiving

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**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, Harold & Katherine Russell

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

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				

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