



The Semaphore

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

February 2008
Volume 50, No. 6

Program for Feb. 21:

Railroad movies in Western New York, circa 1929

by *Dave Fleenor*

This promises to be an interesting program to see what railroad operations were like eighty years ago!

As always, visitors and guests are welcomed!

The Store will be open before and during intermission.

Likewise the library will be open, but earlier at 6:30, before the program and during intermission.

Library will be Open!

The Chapter's Library will be open the next meeting (Feb. 21) starting at 6:30.

It is located on the second floor of the 40&8 Club. Turn right at top of stairs, then left down the corridor.

This "kitten" is in
yellow paint and is
truly eye-catching!

All covered up! The cosmetic restoration work on the Plymouth BL has continued to the point where many of the new engine covers seen here have been fabricated and installed by Kevin Klees. The Plymouth's original engine covers were long gone by the time the engine came to us so Kevin has been replicating them based on Plymouth catalog images and drawings. *[Chris Hauf photo and*

New Siding Switch Awaits Installation this Spring



Ready to install! In late January, the Livonia, Avon & Lakeville Railroad's track department came out and built in panel form the R&GVRRM's new switch for its new passenger car siding. The switch, shown here, is complete and will be installed this spring allowing the R&GVRRM crews to continue the progress by installing the siding track which will run south back toward the R&GVRRM and Route 251. *[Chris Hauf Photo and caption]*



Rules Class Session

by Mike Rqoque & Mike Roque

The Rochester and Genesee Valley Railroad Museum will be holding Book of Rules and Air Brake/Train Handling classes on Saturday, March 15th at 9am and Sunday, April 20 at 1pm (Additional classes will be held as needed) in the Student Alumni Union (Building 4; This is the same building where the RIT Model Railroad Club room is located) on the campus of RIT. The best option for parking is in U Lot, located on the south side of the campus next to the SAU. Directions can be found at <http://ritmrc.org/findus/>.

All volunteers who plan to participate in train operations at the RGVRRM this year must pass the book of rules class. Engineers, Fireman, and Conductors must also pass the Air Brake/Train Handling classes held the same day following the rules class.

Please bring a pen, paper, and a three ring binder with rings no smaller than 1" to hold the rule books and bulletins that will be handed out. If you have the current rule book No. 6 please bring your copy, but rule books will be available if you don't.

Class sizes will be limited to about 20 people, so please RSVP to Mike Dow at mdow@rochester.rr.com or 716-474-2833.

Contributors to this issue

Dale Harnett, Chris Hauf, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, Rand Warner and various publications as indicated.

We are looking for candidates for both

recording secretary and
corresponding secretary.

Contact: John Stewart
86 Bonnie Brae Ave.
Rochester, NY 14618-1802
704-8885; <RGVRR@Rochester.rr.com>

Operations Meeting

by Mike Dow

We will be having this month's Operations Meeting on Sunday, February 17 at 1 PM in the Pine Falls at Industry Depot.

Topics for the meeting/training will include the review of our current rules along with an overview of our new Air Brake book, as well as our new bulletin system. We will also be going over the training requirements to become qualified train and engine service. Time spent at this as well as previous meetings will be counted towards training time.

All who are interested in operations are encouraged to attend. If you have a copy of Rule Book 6 please bring your copy, along with a three-ring binder with rings no smaller than one inch for any books or bulletins that are handed out. If you have any questions, please feel free to e-mail me (mdow@rochester.rr.com) or call me at 716-474-2833.

2008 Calendars discounted

by Chris Hauf

With 2008 moving quickly into February, the Chapter has decided to drop the price of its 2008 Calendars 50% to just \$7.50 plus tax and S&H. The calendars can be ordered on-line from the Chapter's store right from the Chapter's homepage for delivery: <http://www.rochnr.org/>

Supplies are limited and we plan to let other groups know we have discounted the Calendar. Any remaining calendars will be brought to the February meeting for sale there.

Was there a red dot/mark on your address label?

If so, this is the last issue of *The Semaphore* that you will receive, according to the Membership Chair's records.

If you have questions, please get in contact with Jessica Stallone, 585-65-4862, or membership@rochnr.org.

Membership Report

Jessica Stallone, Membership Chair

Welcome to this new member:

Richard T. Carling

685 Finchingfield Lane

Webster, NY 14580

872-4601; nch@carling.net

This is your LAST issue—

IF you have not already renewed your membership for this year, please do so now. National will be sending out a reminder notice to those of you who have not yet renewed. If you have lost your current renewal form, you can wait to receive that reminder letter before sending in your dues payment OR you can simply send a renewal dues payment directly to me without any paperwork.

Renewal this year is \$53. If you are renewing with a family member, then your dues will be \$65.

If you have any questions about membership renewal or dues rates, please feel free to contact me.

Please make your dues payment check out to Rochester Chapter NRHS. Send your dues payment to:

Jessica Stallone

NRHS Membership

60 High Manor Drive Apt 1

Henrietta, NY 14467

Thank you.

Chapter & National dues

Chapter & National: \$53.00

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

Student: \$36 (Chapter + National)

Family member: \$65.00 (Primary member + one family)

Additional family members: \$5.00 each

Subscription to *The Semaphore* only:

\$12. Send Subscription orders to:

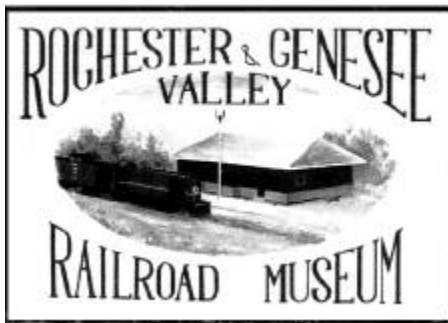
Membership

Rochester Chapter, NRHS

PO Box 23326; Rochester, NY 14692-3326

Check payable to:

Rochester Chapter, NRHS



Motive Power Report

by Ron Amberger

The motive power group made a huge amount of progress during January. Both the EK 6 and the 1941 are in the restoration building this winter for much needed attention. Without the restoration building and the newly extended track 8 none of this would have been possible.

1941

The most significant milestone on the 1941 was the completion of the restoration of the number one engine culminating in its successful firing up and running. During the month the three two-cylinder heads were reinstalled and the head bolts tightened to specified torque values. Next the injectors and valves were adjusted according to specifications. Other elements of the engine assembly carried out were in reinstallation of the intake and exhaust manifolds, the water header and the air filters. The engine was filled with coolant and checked for leaks.

Finally the engine was started successfully after warming with newly installed electric water system heating elements. The engine started immediately on the first try and ran smoothly. After a brief shut down to bolt the head cover plates in place, the engine was restarted and ran at an idle to check for leaks and pump up the air reservoir to check for air leaks.

Other accomplishments on this locomotive were reinstallation of the cut levers on both ends and partial completion of the rebuild of the sanders on the number 2 end of the engine. Jim Johnson & Dan Waterstraat are restoring the #2 cab heater and installing a battery charger. Special thanks go to Joe Nugent for keeping us organized and making a weekly to-do list for the team as well as

>>>>>

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

keeping track of loose parts and generally keeping things 'on track'. John Redden started work on cleaning up and priming the foot boards for reinstallation on 1941. John also gave invaluable help in rebuilding the engine and restarting it.

EK 6 was brought in for brake system repairs. A team effort got all eight brake cylinder pistons removed for rebuilding. All brake shoes were removed in this process and checked. Also, parts of the hand brake system had to be removed for rebuilding.

We need to thank many people for helping with specific tasks. Rand Warner with leadership on removing the brake pistons and linkages on EK 6 as well as doing the hard dirty job of removing a badly rusted in place pin in the hand brake rigging. Kevin Klees also worked on removing the hand brake pin as well as machining two new pins for the brake linkages. Bob Mader helped with the brakes as well as straightening some bent tension bars from the brake linkages. Chris Hauf, Jeremy Tuke, Norm Shaddick and Ron Amberger all pitched in to remove brake pistons. Norm Shaddick took on the grimy job of degreasing the brake pistons, internal springs and piston rods in preparation for installation of new seals and rubber cups.

We have to thank a group of five students from the Mechanical Engineering Technology department at RIT for spending a Saturday working on tasks on the 1941. These included the complete installation of the cut levers on both ends of the engine, work on the sanders on the number 2 end and setting injectors and valves. Two of these students, Nick Gibbs and Nick Stanley returned to completely recheck the injector and valve settings and to participate in the successful startup of the number one engine.

Plymouth

During February the Plymouth team

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completed and installed a toolbox that slides out from under the operator's seat. This will carry some of the special tools needed to keep the Plymouth in operational condition.

Special thanks to Kevin Klees for purchasing torque wrenches and large cotter pins for the brake rigging on EK

Excursion Window Shop Ramping Up!

by Dale Hartnett

The job of replacing the Lexan glazing in 49 large windows from the Chapter's excursion set is a big one. But crews are getting up to speed with all the details of removing and dismantling windows, cleaning and replacing parts and reassembling the completed window units.

Bob Mader, Bob Achilles, Dave Peet, Tony Mittiga, Bill Blasei, Joel Shaw, Lynn Heintz, Jeremy Tuke, Rand Warner, Bob Miner, John Redden and Dale Hartnett have all worked on the window project within the past month. The Stillwell car now has three completed work stations, with room for a fourth work station, if needed.

Thanks to Rand Warner, Jeremy Tuke, Chris Hauf and John Stewart who have made tools available for the project.

Through the end of January, we have removed four windows from the coaches. Of these, two were nearly complete and two more were about have done. The crew has also replaced the exterior sheet metal screws with stainless machine screws on several other windows.

Despite the progress made so far, we are slightly behind our goal of completing three windows per month. We expect that the work will progress more quickly as volunteers move up the "learning curve" in refining the job skills. We also hope to attract more

(Continued on Page 4)

Windows (Cont'd from Page 3)

volunteers in the weeks ahead.

We need to complete an average of three large windows per month in order to complete the large windows by May, 2009. After that, there are 60 smaller windows that will also need the glazing replaced.

Many thanks to those who have joined the window crew! We can still use the help of more volunteers. Dale Hartnett (dhartnet@brockport.edu) leads the work on Saturdays. Bob Achilles (BobAchilles@aol.com) leads a crew every Tuesday. Contact either Dale or Bob if you can help.

We are still in need of several items to help make the window shop more functional. We could use a pegboard tool board (with accessories) to help keep our tools organized. In addition, the warm weather will be here soon. We will need two box window fans to help cool workers during the warm weather months. Contact Dale Hartnett if you can help with these items.

On-Line Sales

by John Stewart

There are a few developments our continuing effort to generate revenue. We have set up Amazon and eBay Affiliate accounts.

These accounts will provide income when people use our links and search boxes to make eBay and Amazon purchases. As of now the accounts are active and ready for use on a test site. You may use these links to make a purchase, in doing so you will help us shake down the system and generate income for the Chapter.

The test pages are located at:

<http://www.s363.com/nrhs>

The page will have two links, one to eBay and one to Amazon.

Instructions for the eBay page.

1. If you click on the banner ad at the top of the page and follow the link to eBay can generate money in two different ways: a) if you sign up for a new eBay account we earn \$25.00, remember, an eBay account costs you nothing. b) if you purchase s >>>>>

after following the link we will receive a percentage of the final sale commission.

2. The box at the center of the page are items available in our Chapter eBay Store. This box gives us more revenue than the one we currently have on the Chapter web site. It won't be of use to or members.

3. Last on the eBay page for a text link the will take you directly to the railroaders category. Following this link will also give us a portion of the final value fees. I know many of you shop that part of eBay regularly.

On the Amazon side there are two sections.

1) small amazon search box. Start your search here and we will get at least 4% of your sale. It does not cost you anything.

2) the second part is an Amazon AStore. This is being tuned, but it will allow us to offer more books on our website.

Please feel free to try these out.

Drop me an email if you use it so I can track it. Give me date and amount.

Also, if you have a personal web site, these links can be added.

Thank you for your support!

John Stewart

RGVRR@Rochester.rr.com

Center Cab Clinic

Acting Supt. Motive Power Chris Hauf

All three of our RGVRR center cab diesels are currently down for repairs.

Army #1654 is awaiting installation of a replacement water pump in the South end prime mover.

EKC-#6 is getting massive attention on the entire braking system: shoes, pins and equalizers on the trucks; and rehab of parking brake components on the chassis.

RGE #1941 is getting final reassembly and re-tweaking of the north end Cummins prime over and accessories.

By Spring, we should have all three center cabs on the road and in useful service again.

Electrical Department

Supt. Jim Johnson

Temporary wiring outlets to support the rehab program for Excursion Trainset window work have been installed along the east wall of our Erie Stillwell coach "window Shop" area; for use by Dale Hartnett's team of "Window Warriors".

Wiring upgrade/improvements are being made to RG*E #1941 and EKC #6 center cab locomotives.

Permanently installed battery chargers are being hardwired in RG&E 1941 and EKC #6 locomotive cabs.

We now are enjoying the convenience of both 120v and 240v single phase outlets throughout the Restoration Building.

Data is being assembled for NiMo National Grid for our requested three-phase service on the west side of LA&L RR. This power service will support work on the Excursion Trainset rehab and maintenance and also for any additional buildings or other structures/projects in the Northwest

1930 Ford Railway Express Truck

Foreman: Lynn Heintz

The entire braking system continues to get attention on this truck.

Lynn has procured new and also has rebuilt wheel cylinders for front and rear wheel hydraulic brakes.

He is also inspecting and checking the mechanical parking brake system.

The hydraulic master cylinder has also received attention with new rebuilt parts.

Now we need to fill and air bleed the hydraulic brake system to have a safe-to-move REA truck.

We are still waiting on the rehab of the radiator being done by an outside shop in Batavia.

Lynn's great work on the Internet and e-Bay has been invaluable to this project.

Track Department

Supt. Luther Brefo

Guard rails were re-installed on Switch #2 in anticipation of the recent move in of the Empire State Express car set.

Plans continue for the installation of the new siding on the West side of LA&L for permanent storage of the Excursion Trainset.

LA&L RR has pre-assembled the new heavy-duty switch for the new siding, building it from the pre-staged parts kit. Installation will be in the next couple of months.

Scott Gleason and Dan Waterstraat are getting ready to move the storage trailers parked South of the Restoration Building to their new location along the East wall of the building.

We also need to relocate heavy equipment South of the Restoration Building so track extension of sidings #'s 6, 7 and 8 can begin construction as soon as possible.

We also need to plan the details on the relocation northward of the switch presently coming into the Museum yard. This switch will be replaced and relocated northward by LA&L RR in the near future.

WANTED

by Rand Warner

- Relay ties and switch timber for new track construction on south of Restoration Building and on west side of LA&L Railroad.
- #3A crushed stone ballast for above construction
- Twelve 365-foot good wood poles (new or used) for further extension of active trolley overhead wiring at NYMT
- Non-asbestos boiler lagging for Heisler fireless steam locomotive
- Cantilever passenger car jacks for use on car of Excursion Trainset
- Donations/sponsors for proper grade of Lexan plastic sheets for fabricating outer window panes on Excursion cars
- Sheet steel in 0.085" thickness for rehab of subway car #60

Traction Action

by Rand Warner

The NYMT shop team is fabricating overhead component assemblies for erection on the next southward extension of active trolley operations.

We need a dozen more wood 35-foot poles to be installed South of the S-curve area to the projected interim end of active overhead at the NYMT/RGVVM property line South of Reids Crossing.

The plan is to have ANOTHER SIGNIFICANT extension of active overhead operational for/in the 2008 visitor season, at least sufficient to allow trolley operations down to the hand-off area, in conjunction with 2008 Diesel Days.

This above efforts will also include extending double rail bonding in several areas.

Fifteen poles have been dragged to their installation locations ready for holes to be dug and poles to be set.

The Chapter's auger truck and bucket trucks are at NYMT ready to support these activities.

Thanks to ...

by Rand Warner

Bob Mader for two new sawhorses
Jim Johnson for fluorescent lights
Rand Warner for tool and supplies
Kevin Klees for new heavy cotter pins and steel shaft stock for EK-6 locomotive John R3dden and Kevin Klees for purchase of 600 foot-pound torque wrench for use on RG&E-1941 locomotive prime mover

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.

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 Department

by Rand Warner

We have met recently with our consulting engineer, regarding locations of existing and proposed piping, fire hydrant protection, health department interfaces, etc.

Current preferred plans are to have county water available at our Museum. A backup plan, much less desirable would be to drill our own well - this would not afford us the fire protection we need.

Anniversaries

by Rand Warner

2006

- 25 years of using EKC-#6 on premises.
- 25 years of using new switch into Museum.
- 50 years after closing of Rochester Subway.

2007

- 15th Anniversary of connecting R&GV RM and NYMT by rail!

2008

- 100th Anniversary of construction of Depot.
- 100th Anniversary of Erie electrification
- 15th Anniversary of official "Golden Spike".

Track Car Training Sessions

The full schedule will be published in the March issue.

All Classroom sessions will be in the Gallery at NYMT.

- #1: Sat. March 29 @ 9-10
- #2: Sat. March 29 @ 10:30-11:30
- #3: Sat. April 5; @ 9-10
- #4: Sat. April 12 @ 9-10
- #5: Sat. April 19 @ 9-10

WAG Plow Turns 87

By Jesse Marks

Built in 1921 by the Russell Snow Plow Co, Ridgway, Pennsylvania, the WAG plow (ex Boston & Maine) turns 87 years old this year. Last year's work included completely stripping, sanding, and priming the east side as well as the removal of an east side window (currently being restored). Some additional wood was replaced around the side doors as well. Also, just before the winter cold set in some additional tar was applied to roof seams and nail heads to prevent any further leaking during the thawing months and spring rains. The temporary tar paper roof is going on 6 years old and is in relatively decent condition although some leaks were spotted and hopefully covered by the tarring.

This year's work will include replacing a few floor boards inside the cupola and internal clean up. The east side door (and possibly west side door) will be completely rebuilt due to extensive rotting and a few floor boards where entrance way is will be replaced too. With cooperative weather and a free schedule some WAG red will hopefully go on the back half this year and finally give it a new look.

A note regarding the WAG plow website, (www.wagplow.org) due to a host server problem. I am currently unable to update the site. Any updates and news will be posted here in *The Semaphore* until further notice.

Tax season depressing you? Feel better about where your money goes by instead sending it to a worthy cause - donate \$8 (or \$7) to the WAG Fund. Contributions always welcomed and tax deductible.



Jesse Marks designed this logo for the WAG snowplow. Banner and arrow are in red.

These Positions are OPEN

Membership Chair
Library Chair
Depot Tour Guide "Crew Caller"

Contact one of the Managers on Page 3.

Visit our two Websites for color!

www.rochnrhs.org, or
www.rgvrrm.org

Book Review

"Pig & Whistle; The Story of the Philadelphia & Western Railway" by Ronald DeGraw. This is Bulletin 150 from The Central Electric Railfan's Association out of Chicago.

It should be of some interest to our Chapter members:

1. The new York Museum of Transportation has Strafford Cars #161 and !168; both in operating order!

2. Another Rochester connection: P&W Cars 17-22 (not Straffords) were sold to the Erie Railroad in 1907 and renumbered 3100-3105. They were used on the Erie's pioneering 25-cycle, 11,000 volt alternating current newly constructed on the 34-mile Rochester-Avon-Mt. Morris branch, which opened in June 1907. Four of them remained as coaches, the last two were rebuilt into combines. They were equipped with Westinghouse alternating current traction equipment and used pantographs instead of trolley poles. Electric operation ceased on this line on November 29, 1934. The cars were replaced by gas-electric cars and all service ended on September 30, 1941. The four coaches were scrapped in 1934; the two combines were de-electrified and converted into work cars renumbered X01845 and X01846 [Page 25 has a photograph on one of the original P&W cars in service on the Erie Railroad.]

Although there are numerous photos of the Strafford cars in the book, only #161 is pictured, in color, on the dust jacket!

The 160 series cars were rebuilt from the 60 series. Car 61 became 161 in 1931, and Car 68 became 168 the same year. Also the traction motors of 60hp were upped to 100hp. [Page 201]

The author was not successful in finding the source of the P&W's nickname "Pig & Whistle" which has been used since the 1930s. The line was conceived by Jay Gould with the plan that it would cross the United States.

The Philadelphia & Western is one of two surviving interurban-style roads. Both the P&W and the Chicago, South Shore & South Bend would probably be called "commuter" lines now.

The book is printed on heavy glossy stock, contains 224 pages; numerous photographs of its history, as well as maps

Some typos were noted in the captions. Unfortunately, Mr. DeGraw died in January 2006 just as the manuscript was completed. He has two other books: *The Red Arrow* published in 1972 and *Red Arrow: The First Hundred years 1848-1948*, published in 1985.

This is one of the yearly bulletins published by the Central Electric Railfan's Association, P.O. Box 503, Chicago, IL 60690-0503 or visit www.cera-chicago.org. These bulletins, when published, are part of your membership in this organization.

Several years ago, Chapter member Charles Robinson was a coauthor of a book on Texas trolley line.

What it was like to be a track walker in Winter

{Editor: Since we are now experiencing "good old winter weather", I thought you might be interested in this article from the February 2008 issue of *The Green Block*. the Chapter newsletter of Central New York Chapter, NRHS}

EXPERIENCES ON THE LEHIGH VALLEY ELMIRA AND CORTLAND BRANCLINE

By the late Carl "Pop" Jansen of Owego, NY

Submitted to *Green Block* by Richard Palmer

There was another hard winter during the years 1922 and 1923. It was extremely cold for a period of about two weeks - so cold in fact, that many steam and water lines on locomotives stored outside froze.

I was out on my usual track walking beat, this time heading the other direction, when I came upon a flag stop station called White Church. There was a long passing siding with a railroad telephone booth for the railroad dispatcher's phone. This area was a very low and swampy location, with water on both sides of the track and very little current to move ice and slush.

The ice and slush backed up for quite a ways, and then the weather changed. On February 18 and 19, 1923 the temperature went from about 50 to 40 below zero. It also began to snow in the Elmira area and a large amount of snow had drifted in many places. The railroad decided to send out a snowplow with two engines of the "Mother Hubbard" type. They sent the plow out to clear the line so that Train #81, the morning passenger run to Cortland would have no trouble.

At White Church I had just walked to the switch for the passing siding and I noticed that it was covered with several

inches of ice above the rails. Just at that time I heard the whistle of the lead engine of the snowplow. I took the flag I always had with me and walked beyond the trouble spot and stopped the train. After explaining the situation, the men of the work crew picked the ice next to the inside of the rails, where the wheel flanges run. They progressed very slowly, but finally got all the way through the trouble spot. The passenger train was flagged and had to wait over two hours until the crew of 20 men had cleared the main line and passing siding.

I was living at home at the time and I will never forget the good hot meals my mother prepared. I think I was the most healthy of my life in those days. I was our section's assistant foreman and track walker for nearly four years. I had the patrolling of the track and the care of the switch and semaphore lights at two stations and the flag stop at White Church. All the lamps were coal oil (kerosene) and some were a composition of oils called signal oil. The lights were cleaned and filled two times each week and if any were reported not lit I had to go see to it at once.

I missed just four half days in all during my four year, seven days a week job. I had to go to Ithaca to register for the Army, take a physical, get fitted for regulation shoes with insoles to correct my flat feet they said I had, and to have my teeth examined.

They never took me into the service because they said I could not march with the flat feet I had. The funny part was I was patrolling 7-1/2 miles of track, sometimes I had to walk each way every day.

Ed Post, Editor of *The Green Block*, has an interesting article: "Fourth Anniversary of the Turbo Train" also in this issue (February 2008). It is two pages in length. May try to include it in an upcoming issue of our newsletter.



Fork Forklift being reassembled after extensive rehab One of our most needed, most used, critical pieces of construction/heavy equipment. [Rand Warner photo & caption]

Man hurt after using shotgun to loosen nut

Southworth, Washington – A man trying to loosen a stubborn lug nut blasted the wheel with a 12-gauge shotgun, injuring himself badly in both legs, sheriff's deputies said.

The 66-year-old man has been repairing a Lincoln Continental for two weeks at his home northwest of Southworth, about 10 miles southwest of Seattle, and had gotten all but one of the lug nuts of the right rear wheel by Saturday afternoon, Kipsap County Deputy Scott Wilson said.

"He's bound and determined to get that lug nut off," Wilson said.

From about arm's length, the man fired the shotgun at the wheel and was "peppered" in both legs with buckshot and debris, with some injuries as high as his chin, according to a sheriff's office report.

"Nobody else was there and he wasn't intoxicated," Wilson said. The man was taken to Tacoma General Hospital with injuries Wilson described as severe but not life-threatening. [Tower Topics, Dec. 2007 from Utica **O-D**]

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

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Chapter Meeting & Program:
**Railroad Movies in
 Western New York**
 by Dave Fleenor
 7:30 PM
 Thursday, February 21, 2008
 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,

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>