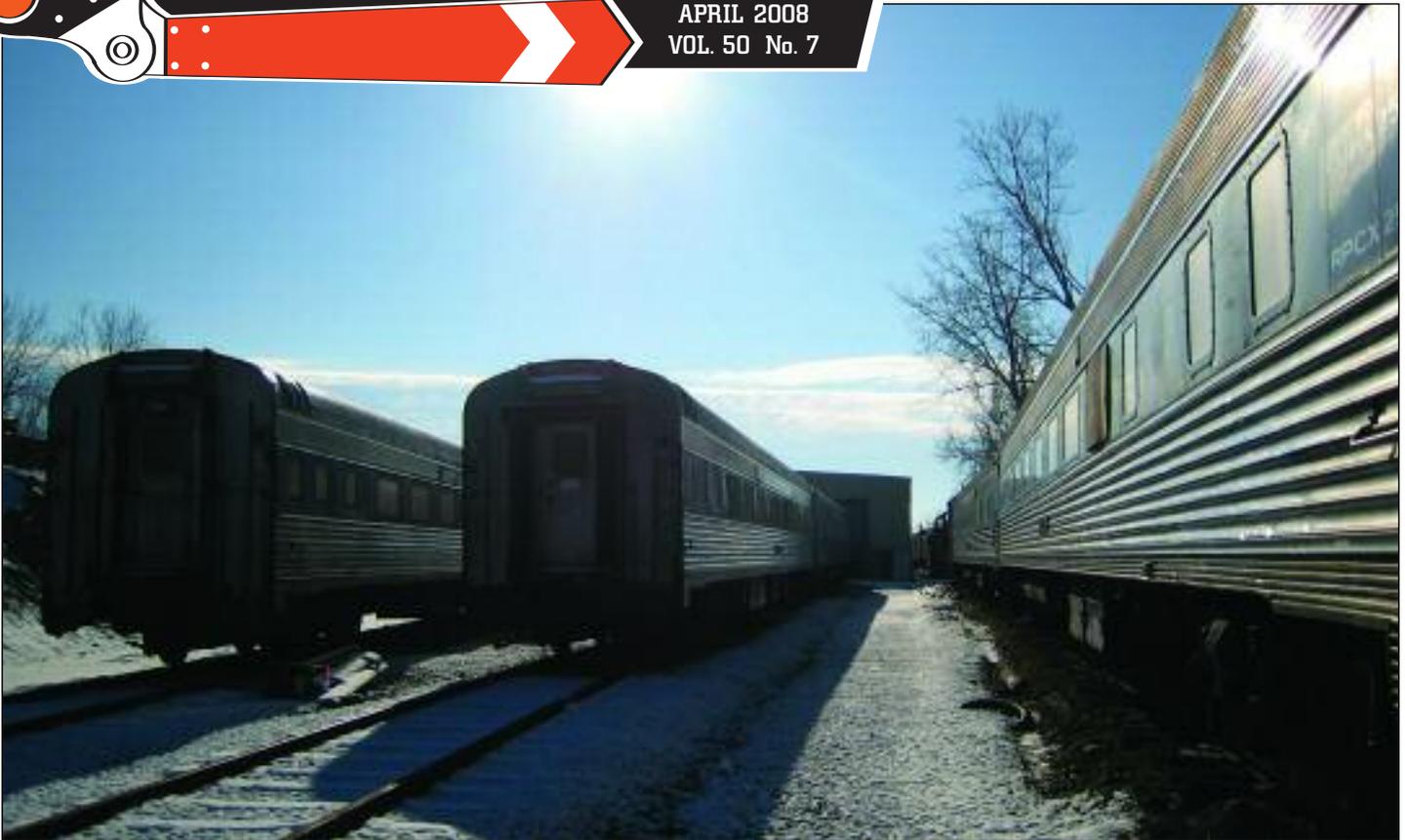


**NEXT CHAPTER MEETING:
 APRIL 17**

The Rochester Subway
 Jim Dierks from the New York Museum of Transportation will present the history of the old Rochester Subway.



The R&GVRRM's restoration building north yard can be seen with all of the museum's ex-New York Central Budd-built "Empire State Express" cars. This new yard was built through the museum's "Building Tracks to the Future" capital fundraising campaign in May of 2007. It has given the museum a place to relocate its cars to. In 2008, the museum will be expanding the restoration building's south yard to better house all of the museum's collection. Moving these coaches to Industry also allows us to give the cars much needed attention and prepare them for future excursions. PHOTO BY CHRIS HAUF

Museum sets priorities for 2008

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As was reported in last month's *Semaphore*, the R&GVRRM has a published set of 2008 goals and priorities for the museum which were put together by the R&GVRRM managers with input from museum volunteers at the request of the Chapter's Board of Trustees who also approved the final set of goals and priorities. The goal of this process was to publish a set of agreed on priorities that the museum and its volunteers could work toward for 2008. Haven't seen the complete list? Interested? Please contact either of the Museum Managers, and they will be happy to get you a copy.

Great progress has been made in the first quarter of 2008 between the priority motive power work accomplished on both

EK #6 and RG&E #1941 and all of the progress on the priority Empire State Express coach window replacement project. Looking toward the second quarter, the priority list is even more aggressive in the number of projects that need to be worked on and some very tight timelines. What is the #1 priority? The installation of Track 7 and Track 8 south of the restoration building!

In the original goal, the thought was to extend both Tracks 6 and 7 out on to the fill by placing curves in each track to allow them to get out on to the fill. After much thought, the plan has been changed to extend Track 7 straight out on to the fill, and extend Track 8 out of the building and partially on to the *(continued on page 6)*



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EDITOR
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PRINTING AND MAILING
Gale Smith
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TRAIN BULLETIN

**SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE CHAPTER AND MUSEUM OPERATIONS**

RULES CLASS UPDATE

The Rochester and Genesee Valley Railroad Museum will be holding Book of Rules and Air Brake/Train Handling classes on Sunday, April 20 at 1:00pm (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 R&GVRRM 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**.

2008 ESCORTED RAIL JOURNEYS

We are listing below our year 2008 Amtrak Pre-Christmas tour as well as the 2007 prices for the pre-Christmas trips. Year 2008 hotel and theater prices are not available at this writing but due to the popularity of these pre-Christmas trips it is necessary for us to make reservations 11 months in advance. Our pre-Christmas trip will only increase by the amount of rail; hotel and theater price increases. These price increases usually amount to 6% per year increase.

The reason we are notifying you at this time is that several people from our previous trips that have contacted us since December and we are holding space for them on the 2008 pre-Christmas trips. The 2007 NYC trip prices were from \$595.00 to \$650.00 per person double occupancy depending on

type of accommodations in the hotel. This includes round trip coach fare on Amtrak, hotel, transfers from Penn Station to the hotel, 2 breakfasts, 1 dinner, baggage handling, taxes and orchestra seat ticket for Radio City's Christmas show starring the Rockettes. Children's rates are about 50% of adult rates depending on the number of adults in the room. Triple occupancies and 2 bedroom suites for 4 adults or families are available by calling us. We can give you information on purchasing Broadway show tickets by telephoning us. You may also decide not to go to the Christmas Show starring the Rockettes. We must know this by April 25, 2008 and the show costs will be deducted from your trip cost. Please remember if you select not to go to the show and cancel your reservations it would leave us space to sell without a Christmas Show Ticket. For the two-night trip, dinner is Thursday evening. The Thursday evening dinner will be before Radio City Christmas Show. You may if you prefer not have dinner and the meal cost will be reduced from your trip.

There's not enough room in this issue to list all the details, but we'd also like to tell you about our planned Fall Foliage Tour by rail to Michigan to visit the Henry Ford Museum, Greenfield Village, and Frankenmuth, Michigan. The trip would be four days and three nights, departing Rochester on October 16. The escorted trip includes rail fare Rochester-Toledo by Amtrak, all transfers, all museum admissions, 3 nights in the Best Western Greenfield Village Hotel, 3 breakfasts in the hotel, deluxe motorcoach for the return trip to Rochester. Tip for motorcoach drivers, baggage handling in the hotel and taxes are also included. We will be traveling through Canada on our return so it will be necessary for each of you to have a picture ID, (Drivers License), passport or birth certificate for customs. **For more information and reservations contact Jim East at (585) 377-5389.**

**Next Chapter Meeting:
May 15**

IN MEMORIAM - Yvonne Klees

Kevin Klees' mother, Yvonne passed away on March 9, after a long illness. In addition to supporting Kevin's efforts at the Museum, Yvonne's late husband Paul was a long-time veteran of the New York Central and its successors. Paul worked the Syracuse Division, in engine service, from 1941 through 1990. Our condolences to Kevin, his wife Debbie, his brother Pete, and Pete's wife Michele.



MUSEUM MANAGERS

RAILROAD: Chris Hauf
(585) 381-8583 crhauf@frontiernet.net

INFRASTRUCTURE: Dave Luca
(585) 288-0318 daveluca@frontiernet.net

2008 TRACK CAR OPERATIONS

Track car operations in 2008 will be significantly different from past years. We will be returning to running down the north branch of the loop around the New York Museum of Transportation. No longer will it be necessary to sand the rails for traction when returning on that steep grade. We will be using track cars TC-2 and TC-3. TC-1 is still out of service.

What's New: To make operations more interesting, we will be interlacing our operations with the trolleys. The track car will leave NYMT on the hour and half-hour as in the past. Once past Pole #26, the track car operator will radio the trolley conductor that he is in the clear of the common trackage. The trolley will then start its run south to the end of wire at Pole #26. This trolley run is much longer than last year when it stopped just before the Loop Switch. The trolley will return to NYMT about the time the track car leaves the Industry Depot on its return trip.

When the track car reaches Pole #26 on its return trip, the operator radios the trolley conductor for permission to enter the common trackage. When this is given the track car will return to the NYMT loading platform. A double-check is inaugurated at the Loop Switch where if the trolley operator does not see the trolley at the loading area he will not proceed. For safety reasons, joint operations will be on a rigid schedule.

The Unknowns: At this writing there are several unknowns. Parts have been ordered to repair TC-1. When they arrive we can only hope that they fit and it can be returned to service. It is uncertain where the track cars will be stored. It is also uncertain how we will handle placing a second track car in service when only one is being used. These details will be worked



SETTING NEW POLES: Following on a successful extension of their trolley wire last year, the NYMT with assistance from R&GVRRM volunteers and equipment took the next and biggest step, planting the poles to extend their trolley wire to the end of the NYMT property at approximately milepost 0.5. Here we see R&GVRRM volunteers, Scott Gleason and Dan Waterstraat, working the R&GVRRM's auger truck to set the second to last pole. The R&GVRRM's railroad equipment stored on the mainline can be seen in the background. PHOTO BY CHRIS HAUF

out in the first few weeks of operation.

The Future: The trolley crew intends to set more poles as soon as the ground is solid enough. Then more wire will be run. The future foresees the trolleys running to a mid-point and transfer to the track cars being made there. In order to do this safely, an elaborate platform that suits the trolley and track cars will have to be built.

TC OPERATOR TRAINING

Training for all Track Car Operators will continue from April 19 and run through May 18, 2008. Everyone is welcome to share in this rewarding, fun, summertime experience. The schedule that is published

in this issue shows the exact dates, times, the type of training offered. This training is required for new persons as well as experienced operators. All operators should be members of either the New York Museum of Transportation or the Rochester Chapter NRHS.

Experienced Operators: Training will consist of a one-hour classroom session plus a half-day "hands-on" session. There are several dates from which you can choose your training. The "hands-on" training will consist of a minimum of at least one single direction trip using each of our two track cars. Operation will be in coordination with our trolley operations.



MUSEUM NEWS CONTINUED

2008 TRACK CAR OPERATOR TRAINING SCHEDULE

Sat. April 5	Classroom #3	9:00am-10:00am for ALL operators
Sat. April 12	Classroom #4	9:00am-10:00am for ALL operators
Sat. April 19	Classroom #5	9:00am-10:00am for ALL operators
Sat. April 19	Hands-on #1	9:00am-12:00pm for EXPERIENCED operators, last name begins A-H
Sat. April 19	Hands-on #2	1:00pm-4:00pm for EXPERIENCED operators, last name begins I-M
Sat. April 26	Hands-on #3	9:00am-12:00pm for EXPERIENCED operators, last name begins N-S
Sat. April 26	Hands-on #4	1:00pm-4:00pm for EXPERIENCED operators, last name begins T-Z
Sat. May 3	Hands-on #5	BY APPOINTMENT, for all NEW operators: Contact Harold Russell for appointment.
Sun. May 4	Classroom #6	8:00am-10:00am make-up for EXPERIENCED operators
Sun. May 4	Hands-on #6	9:00am-12:00pm make-up for EXPERIENCED operators
Sun. May 11	Hands-on #7	BY APPOINTMENT, for all NEW operators: Contact Harold Russell for appointment.
Sun. May 18	Hands-on #8	BY APPOINTMENT, for all NEW operators: Contact Harold Russell for appointment.

New Operators: Classroom training dates for new operators will be same as the experienced personnel. These are held in the Gallery at the New York Museum of Transportation, 6393 East River Road. Entrance is through the office door at the southwest corner of the building. No appointment is necessary for the classroom sessions. The “hands-on” training for you will be more extensive and separate from than that of the experienced operators. It will consist of the preparation, start up and shut down procedures for each of two track cars plus a minimum of two hours of operation with each.

Training Schedule: To even out the attendance, we have broken the training segments into what we hope are equal attendance portions. New operators will have to make an appointment. If you cannot attend your designated “hands-on” time; call Harold Russell at 585-427-9159 or email him at haroldrussell@juno.com.

—Harold W. Russell
Track Car Training Manager

MOTIVE POWER REPORT FEBRUARY 2008

The motive power crew accomplished a lot in February despite the severe cold and snows. Thanks go to those who worked on both the EK 6 and 1941 projects. Members Norm Shaddick, Jim Johnson, Ron Amberger, John Redden, Kevin Klees, Rand Warner, Jeremy Tuke, Chris Hauf, and Joe Nugent. Thanks also to two volunteers from



Thanks to our Motive Power Team, the hand brake mechanism on ex-Eastman Kodak Company 80-tonner #6 has been completely renewed with cleaned pulleys, brand new pins machined by Kevin Klees, new spring hangers for the chain, and a brand new chain. With the challenging topography of our demonstration railroad, effective hand brakes are a must. PHOTO BY CHRIS HAUF

RIT; Nick Gibbs and Nick Stanley both mechanical technology majors and seasoned machinists and mechanics.

RG&E 1941 and EK 6: The major effort on both engines was concentrated in making needed repairs to both the hand brakes and the air brakes. The hand brake on EK 6 presented huge problems since corrosion had frozen pulleys used to guide the chain. Removing the pins holding the pulleys in place was extremely difficult because they could not be driven out and had to be cut out in pieces. The fact that these are beneath the deck of the engine

and hard to reach made the work even harder. Kevin Klees engineered a method to cut out the pins that was effective. Kevin also machined replacement pins for the ones destroyed in the removal process. Chris Hauf ordered all renewal parts for EK6’s brake system including packing cups and weather seals and a new to us spring from Pittsburgh Air Brake to replace the broken spring in 1941’s brake cylinder. It was a great help having EK6’s renewal parts catalog with a full listing off all of the parts and part numbers that comprise the brake cylinders. Scanned into the



Here we see RG&E #1941 which has received a successful prime mover rebuild along with other cosmetic and mechanical repairs and improvements. The locomotive's cosmetic restoration will be completed in 2008 thanks in part to a grant from the Amherst Railway Society. PHOTO BY CHRIS HAUF

computer to PDF and sent to Pittsburgh Air Brake via email, it was very easy to get the right parts ordered. Also ordered was a new battery for EK6 to replace battery that has one cell case crack unexpectedly. Chris also obtained pricing on new brake shoes for EK6 including both original cast iron replacements and the newer, low-friction composite shoes. EK6 may need as many as four new shoes replace one which are unevenly worn or cracked. Hauf will also pursue donations of replacement shoes from railroad contacts. New battery box battery shims were fabricated for EK6 to better stabilize the batteries and prevent them from shifting. Two of the four have been installed and the rest will be installed once Norm Shaddick and Rand Warner complete the plumbing of a new drain from the battery box.

John Redden made two replacement pins for badly worn pins for the brake rigging on the 1941. Nick Stanley, Nick Gibbs, Joe Nugent, and Ron Amberger set the throttle linkage on the 1941 so that both diesel engines would run at the same speed. Nick Stanley and Nick Gibbs also did the difficult and dirty job of drilling out broken screws in the sand boxes and putting in threaded inserts. The remaining work on the sandboxes was finished by John Redden and Rand Warner. Ron Amberger and Joe Nugent disassembled

the hand brake and chain mechanism, cleaned it up and re-installed it in the cab. They also reinstalled hood cover on the number one engine. Joe Nugent removed the bell from 1941 and is working on restoring the ringing mechanism and cleaning up the bell. The bell appears to have borne the brunt of an accident and shows various signs of repair welding. Ron and Joe also did research in the depot motive power library on lubrication for the running gear on the engine. John Redden turned two replacement pins for badly worn ones in the brake rigging on the 1941. Jim Johnson installed new fans in the cab heater. Joe Nugent's punch list has proven to be an effective tool in keeping the work on track. At the February motive power meeting it was decided to extend the punch list method to all motive power and car restoration projects.

Hiesler Fireless: Nick Gibbs and Ron Amberger are doing an engineering feasibility study on using electricity to heat the fireless locomotive.

EK 9: On EK9, Chris Hauf removed one of the deteriorated canvas traction motor ducts that go between the frame on both sides of each truck and the truck itself to direct cool air into the traction motors. The current canvas ducts have deteriorated and ripped reducing their effectiveness and allow critters access to the traction motors

and frames. Working with Dave Luca in Arizona, the Arizona Railway Museum is going to craft new ducts for us in their upholstery shop. The current duct along with pictures and dimensions has been mailed to Dave in Arizona to get the process started. Thanks to Kevin Klees for a donation of a new chain for the hand brake mechanism for EK 6.

MOTIVE POWER REPORT MARCH 2008

The motive power mechanics have continued to make progress on EK 6 and 1941 during the past month. Both locomotives were brought into the restoration building for the winter months on rails that were extended toward the south for that purpose. Actually they form bookends around the Plymouth which they dwarf.

RG&E 1941: Joe Nugent has done a good job of organizing the work on the 1941. He prepared a check list that the team has been using to measure progress as well as know what needs attention. As reported previously, one major job has been the successful rebuilding of the number one diesel engine on this locomotive. This has been largely accomplished but a nagging cooling system leak has been a focus of attention lately. Joe Nugent has been tackling this problem. Ron Amberger, Kevin Klees and John Redden have been working on overhauling the brake elements under the engine and restoring the brakeman steps. Kevin applied his talents for metal working to using brazing to replace a missing bit of the brake cylinder cover. John and Kevin straightened out one of the brake steps. (Tell the engineers and brakemen to stop ramming the bumping post with the steps!) John and Ron have removed paint from the steps and primed them in preparation for painting. Work has been done on restoring the cab heater. Work remains to be done on restoring the windows and installing the new rubber parts for the brake cylinder when they arrive in April. Joe Nugent has begun the process of cleaning up the number one engine so it can be painted. Joe, with help from Otto Vondrak, has also found a source for reproduction builders plates so the originals can be kept safe. *Continued...*



EK 6: Brake and running gear repairs to EK 6 have proceeded well. Major work on freeing up the hand brake rigging was done and the rubber parts for the eight truck mounted brake cylinders on this loco will be finished in April. Norm Shaddick and Rand Warner removed a completely rusted up drain from the air compressor compartment and fabricated and installed a new drain. Mike Dow did work on the running gear and traction motor gear boxes.

R&GVRRM TC-2: Track car TC-2 has been jacked up on timbers for an overhaul of its engine. Norm Shaddick, Rand Warner and Bob Mader have been working on this project. They have removed all the pistons from the engine and will take the engine completely apart to replace badly worn elements.

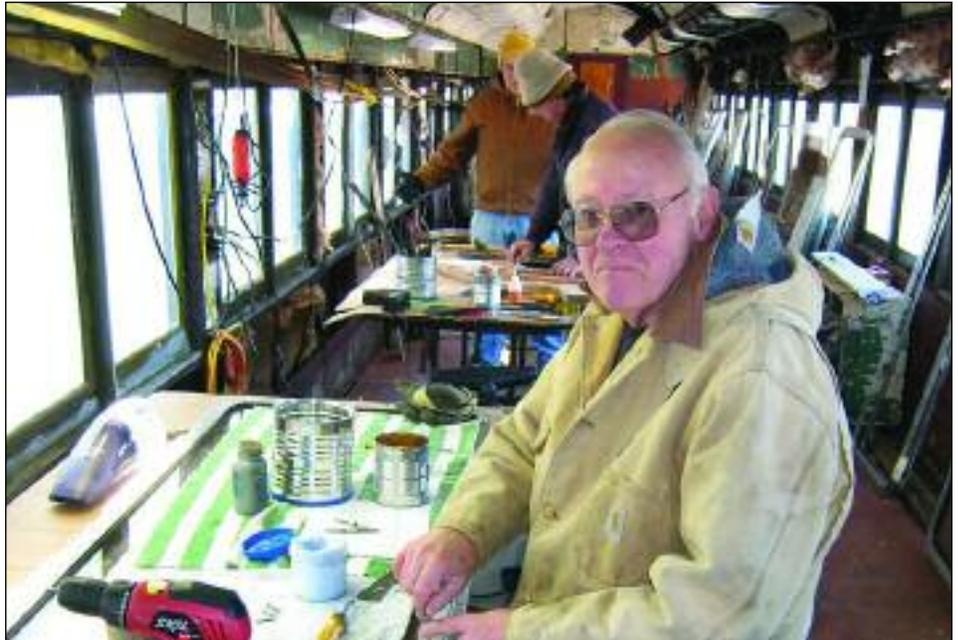
Thanks for input from John Redden, Joe Nugent and Norm Shaddick.

—Ron Amberger,
Acting Motive Power Superintendent

EXCURSION COACH SET WINDOW REPLACEMENT

March was an extremely productive month for the crew replacing glazing in the windows from the Chapter's Empire State Express excursion set. Volunteers completed the reassembly of six large windows from the excursion set. The month's goal had been three windows. Through the end of March, 10 of 49 large windows have been completed. This puts us slightly ahead of our hoped-for target of nine windows. Great going guys!

We are within about a month of having all the large windows done on Car #3 (the concession car). Windows will be secured



Using the Erie Stillwell coach as a window shop, volunteer Bill Blaesi works with the crew to help re-assemble the window modules. This includes re-tapping the many screw holes that hold the window frame together. Can you lend a hand? PHOTO BY CHRIS HAUF

back in their openings but plans call for final installation to wait the repainting of the car's horizontal stripe later this season. We will soon begin loosening screws holding in the smaller windows on Car #3. At the same time, the crew moves on to other cars. Our overall goal is to replace all the glazing in large windows by Spring 2009 and get to small window work in time for each car's repainting.

Many thanks go to all the volunteers who have contributed their efforts to this project. **This is a high priority project because the Chapter's future income depends heavily on running excursions.**

We need windows through which people can see well if we are to make this a successful, working venture.

There is still room for more volunteers. Crews work Saturdays and Tuesdays. Please contact foreman Dale Hartnett (dhartnet@brockport.edu) if you can help on Saturdays or Bob Achilles (bobachilles@aol.com) to volunteer on Tuesdays. Or just show up either day. We promise that we'll put you to work on a significant, satisfying project that will generate dividends in the future.

—Dale Hartnett
Project Foreman

You can help us meet our goals for 2008

(continued from page 1) fill. More earth-work will be needed before Track 8 can be extended south to Route 251, and that work is also planned throughout 2008. However, this new plan gives us more track in the restoration building to support our railroad equipment's maintenance and restoration and gives us the most of the additional track we will need to store all of our equipment comfortably.

To achieve this goal, we are going to need the help of all of our Chapter

members to construct this track. We need to build it before season opening, weather permitting, so we can move our railroad equipment off our mainline. We are already working on getting the non-railroad equipment stored on the fill off and the site ready for final grading. We will need people to help work on the track once the earth work is completed. Not able to do track work, but able to work on other priorities like window replacement? We still need your help in the second quarter.

Please let the museum managers know if you can help. More details on what needs to be done will be available each week and sent out to volunteers email list. Not on email? Again, please contact the museum managers, and they can bring you up to speed. If the R&GVRRM ever needed your help, it is the spring and this year! We have lots to do and achieving it will position of the museum to continue to achieve great things.

—Chris Hauf
Museum Manager

Gale Smith retires as Editor

After serving as our *Semaphore* editor for 14 years, Gale Smith has decided to retire. Since 1994 he has diligently and without fail edited the materials for each issue, but that is not where it ended. Every month he did the layout for each issue also and with the help of Bob Miner, printed, collated, folded, and sorted 250 copies for mailing. He then transported them from our Webster research library to the Post Office's bulk mailing facility 15 miles across town in Henrietta. We are indebted to Jim Dierks and the New York Museum of Transportation for allowing us to borrow the following material that was published in their Spring 2002 edition of the *Headend*.

Gale was born in the family farmhouse on a cold February morning and grew up in Ohio City, Ohio. This was the intersection of the Erie, New York Central and the Nickel Plate railroads and his school classroom overlooked the action of the afternoon steam powered passenger trains.

During World War II, the family moved to Lima, Ohio when Gale's father went to work for the Lima Locomotive Works. He spent many afternoons on a highway bridge that overlooked the NKP yards and a portion of the Lima plant. He remembers seeing freshly painted SP Daylight locomotives

emerging from their paint shop. It was the habit of the family to shop in Van Wert every Saturday afternoon. This was the location of the Pennsy's Crestline to Chicago mainline. Gale vividly recalls seeing the railroad's sleek streamlined T-1 steam locomotives running through town.

The family returned to Ohio City where Gale got a job in the village drug store. One of his assigned duties on Saturday evenings was to retrieve the Chicago *Tribune* shipment that arrived on the Erie's 10:00 PM train. Perhaps it was his service in the drug store that sparked his interest as he majored in Chemistry at Bowling Green University. After serving in the Army, he attended Michigan State University where he earned his PhD. Upon graduation he began his working career at Kodak's Research Laboratories where he worked on improving lithographic printing plates. Gale had always been interested in printing and as a result had an offset print shop in his home.

Soon after arriving in Rochester, he was invited to view the Wurlitzer pipe organ that was located in the RKO Palace theater. He was fascinated by it for these organs were developed as one-man orchestras to accompany silent films. Gale became involved in the Rochester Theater Organ

Society that ended up saving the Palace's organ, reconditioning it and relocating it in the Auditorium theater where it has played for the society's members ever since. This success prompted the society to obtain a smaller Wurlitzer and soon Gale's garage and basement were filled with many organ components requiring restoration.

Following his interest in railroads, Gale joined the Rochester Chapter in 1990. By this time, the introduction of computers for layout and copiers for printing had revolutionized the whole publishing process. Four years later he assumed editorship of the *Semaphore*. Soon after joining NRHS, his interest in interurban trolleys prompted him to join the New York Museum of Transportation where he provided detailed cataloging of papers and blue prints that were obtained from the Rochester New York Central depot. He also has served as a track car operator and enjoyed working in the museum's gift shop.

While no longer editing the *Semaphore*, he intends to broaden his interests working on the NYMT's HO scale model railroad. We thank Gale for all his years of dedicated volunteer work for the Chapter!

—Harold Russell
with thanks to Jim Dierks

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

With Gale Smith stepping down to enjoy his well-deserved retirement, he leaves behind a tough act to follow! Many thanks to Gale for producing the *Semaphore* reliably for the past fourteen years. Sometimes we take the newsletter that arrives in our mailbox for granted, forgetting that there are dedicated people behind the scenes who make it happen!

Please allow me to introduce myself. I know many of you from my years of volunteering at both ends of the line, since I first started coming out to NYMT in 1996 as a freshman from RIT. I joined the Rochester Chapter in 2000 and brought some friends from RIT with me. As the years went by, my friends and I got involved in trackwork and

track car operations, and started volunteering for train operations. I graduated from RIT with a BFA in graphic design, and immediately went to work for Frontier Telephone and later *Rochester Magazine*. I moved back home to Westchester County in 2002, but I still make visits to Rochester a few times a year, often to help out at big events like Diesel Days. I've tried to remain active behind the scenes, helping out with training manuals, advertising materials, and other design projects. Now I'm looking forward to producing the *Semaphore* and building upon the strong foundation Gale has set.

I'll be working with the museum managers and project foremen by email and

telephone to get their reports into the newsletter each month. If you have items of interest relating to the Rochester Chapter or the Rochester & Genesee Valley Railroad Museum, please email them to me at ovondrak@yahoo.com or telephone me at (585) 820-2341. Thanks for the great opportunity to remain active in Chapter activities. I'm looking forward to promoting the accomplishments of our Chapter to our members, and to the general public at large. As a result of our combined effort, we have a lot to be proud of! Let's keep the momentum moving forward—Highball!

—Otto M. Vondrak
Semaphore Editor

EDITORIAL SUBMISSIONS: Any materials related to the activities of the Rochester Chapter, the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at ovondrak@yahoo.com.

Off the Train Wire



—Compiled by Rand Warner

NEW WATER SERVICE: Progress: We have been continuing to meet with our engineering consulting firm, and they are interfacing with the County Water Dept. and County Health Dept. regarding water service for Industry Depot. At this point, Monroe County has rejected use of the water lines right outside the Depot that have serviced us for the past 40 or 50 years. They are insisting on new construction of about 1000 feet of new water line coming west of us along Route 251 from the nearest connection point. The above approach would be very expensive for us and could only be accomplished with substantial grant funding. Plans: As a result of the above situation, we will continue looking at water wells, although this would be a much less attractive alternative for us.

ENGINEERING DEPT./Supt. Jim Johnson
Progress: Jim has installed two almost new large 4'x8' status boards with magnetic placards. One is used for scheduling all our Museum activities and events for our visitors and volunteers. The second one is used for indicating operational status of our railroad and construction equipment active units. These boards will be big help to all our efforts! Thanks Jim! We have received a quote from Niagara Mohawk for a new 400 amp, 480 volt three-phase service line for support of all our activities on the west side of the LA&L. Plans: We will continue discussions on possible new electrical service options with NiMo.

TRACK DEPARTMENT/Supt. Luther Brefo
Progress: Mike Dow has spear-headed sorting, stacking and staging of most of our steel track materials over the past year. Luther Brefo, Chris Hauf and Dave Luca have led the sorting, staking and staging of our wood tack material over the past year. Plans: This year we plan to build our siding for the excursion trainset, extend the track South from the Restoration Building, and reconnect our soon-to-be-relocated

entrance switch to the Industry yard. These track construction efforts will require a lot of hard work, careful planning and considerable coordination amongst all areas.

CONSTRUCTION DEPT./Supt. Joe Scanlon
Progress: Jeremy Tuke, Mike Dow, Dan Waterstraat and Scott Gleason have been running several pieces of our equipment fleet throughout 2008, not withstanding snow, ice and mud. Now we will be starting up many more pieces of equipment as the ground dries, in preparation for beginning several major projects. Plans: Move, equipment as necessary to permit construction of new trackage south of Restoration Building, and grade for track locations. We will move equipment as necessary onto the area west of the LA&L and perform excavation, fill, and final grading for new siding for excursion trainset. Then we will engineer, layout and construct the base for the new track connection from the soon-to-be relocated switch into Industry yard.

Visit the Museum on-line:
www.rgvrrm.org

THE SEMAPHORE

ROCHESTER CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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