



# The Semaphore

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

July 2000  
Volume 42, No. 11

Meeting at Depot, July 20:

## It's Summertime at the Depot!

### Part II

Our Membership Meeting will be held at the R&GV Railroad Museum's Depot on Route 251 at Industry.

The business section of the meeting will be short and will take place during a lull in the other activities planned for the evening. What are they? You'll have to come and see for yourself. Last month it was track car rides.

Our motive power gang and associates will be working hard so that the rest of us can savor some "railroading".

The time? Just about anytime after 6 PM and until the last person leaves.

Oh yes, be sure to bring any interested guests (and potential members)!

### Program Committee

Tom Forsyth (Chairman) 442-0125  
Bill Limburg 586-9470  
Dan Cosgrove 352-6931  
Dave Luca (Board liaison) 288-0318

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

### Summer Library Hours

7:30 to 9:30 PM

Monday, July 24

Library Phone: 872-4641

### A Reminder

The Chapter's address has been changed. The old PO Box has been closed. It is now:

P.O. Box 23326

Rochester, NY 14692-3326

### Trip Committee to Meet

The Trip Committee will meet Wednesday, August 2 at 7:00 PM at the Webster Library location.



## Disaster Strikes!!

For the second time in our Museum's history, and also for the second time in two years, we had a serious washout on our R&GV RM trackage.

This time we had several hard rainstorms back-to-back during Friday evening, May 12, and on Saturday morning, we discovered a good sized chunk of our main line hill embankment washed down onto LA&L's tracks.

Our on-site volunteers rapidly responded with our heavy equipment, and after notifying LA&L of the situation, our people spent the rest of the day clearing LA&L trackage and drainage ditches so LA&L could be back in freight service Monday.

Above: Mud & brush cover LA&L tracks.

Right: Our main-line embankment takes a 'hit'.



Our efforts were appreciated by the LA&L RR, as their hyrail Gradall Trackstar was out of service and in the shop for repair at the time of the washout.

Thanks to Joe Scanlon and others for their leadership in the emergency, and to

(Continued on Page 2)

## "Coal To Canada"

For our July Chapter meeting, we will have a special visitor. Allan E. Rafuse will be visiting us. Allan has recently published a very interesting book, "Coal to Canada", which is a history of the railroad car ferries which ran between Charlotte, NY and Coburg, Ontario, Canada. Mr. Rafuse has extensively studied and documented the history of the car ferry operation, and he will be bringing additional historical material on this very interesting operation. We will have copies of his book for sale from the Chapter's

store which you can have him sign. So please come out and meet Mr. Rafuse and enjoy all the fun of our summer Chapter meetings at the Depot. And bring a friend!

If you can not come out to the meeting, Mr. Rafuse will be signing books on the Sunday following the Chapter meeting at the NYMT during regular museum hours. Books will also be available for sale at the NYMT book store that day. This is also the second day of our two day Model Steam and Gas Engine Rally. So come out, have your book signed, and take a look at all the interesting engine models.

(Chris Hauf)

## Depot Tour Guides

Here is the July and a portion of August Schedule for those volunteering as Tour Guides at the Depot. All days are Sundays; the hours are 11:30 to 5:00.

### July 9:

Don Shilling

John Weber

### July 16:

Tom & Tony Way

### July 23:

DeWain Feller

Jerry Lederthiel

### July 30:

John Becker

Steve Oagley

### August 6:

Harold Russell

Tony Mittiga

### August 13:

Jim East

William Cain

*If you encounter a conflict, please trade with one of the other people listed here.*

## Disaster Strikes (Cont'd from Page 1)

Scott Gleason, Dan Waterstraat, Neil Belenger, John Redden, Jeremy Tuke, Art Mummery, Bob Mader, Jeff Carpenter and our other volunteers who pitched in to make the rehab effort a success.

Two pieces of our own heavy equipment were damaged during the effort, but we were able to get the LA&L track back in service regardless.

Let's hope this is the end of our all time record wet springtime!!

## Women in Our Rochester Chapter's History

Over the years our Chapter has been blessed with not only the membership and volunteer talents of a number of women, but also with special contributions as officers, trustees and committee chair-persons.

**Arlene Koscianski** was a National Director, Trustee, Membership Chair-person and Editor/Chair-person of *The Semaphore* newsletter for many years. She was also active on all our other committees as a volunteer.

**Rose Bulman** was Chapter Recording Secretary and Trustee, and also worked on various other committees.

**Mary Hamilton-Dann** has been a member, committee volunteer, and author of "Upstate Odyssey", The Lehigh Valley Railroad in Western New York.

**Bonnie Glickman** was Chair-person of our Library and still serves actively on that committee.

**Beth Krueger** has been our most recent Membership Chair-person and is on active volunteer at the Museum and elsewhere.

**Marie Miner** has been very active on our Trip Committee for many years and also helps us out in many other ways, such as at our joint NRHS/NYMT Museum Operation.

**Janet Dittmer** has been very active on the Trip Committee at the Museums and elsewhere.

We look forward to more active participation by more active women as a critical part of the Chapter's future.

### Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.

## Membership Report

*Beth Krueger, Chair-person*

Please bring prospective new members to our summer Depot meetings on July 20 and August 17!

Included with this issue of *The Semaphore* is a current **Membership Roster**. Keep it handy for future reference and additions. If you find any mistakes or wish to include additional information, please send it to me by July 31, 2000.

My contact information is as follows: Telephone: 716-292-2732 (work); 716-288-1304 (home)

Mailing Address: NRHS-Rochester Chapter Membership Chair P.O. Box 23326 Rochester, NY 14692-3326.

## Election Results

The new Board of Officers and Trustees are listed on Page 8.

Changes were: Treasurer: Dave Luca; Corresponding Secretary: Tom Forsyth. Art Mummery was appointed to replace Dave Luca's Trustee position.

Both Ira Cohen and Don Shilling had served the by-laws mandated two consecutive terms as Treasurer and Corresponding Secretary, respectively. We appreciate the service and they stated they will continue to be active in other roles.

## CN Expert Desired

Badly needed is an expert on Canadian National to help identify the Chapter's excellent collection of CN steam locomotive photographs. Please call Charles Robinson, 377-4245 (c2robinson@aol.com).

## Library Report

*Charles Robinson, Chairman*

The library will be open for general use on Monday evening, July 24 between 7:30 to 9:30. Come on out and do some railroad research.

The library has been the center of some very intensive activity these past two months and we are making progress. One third of the board siding on the west side of the library has now been installed. The chapter is indeed fortunate to have a dedicate crew of members who come out to do this important job.

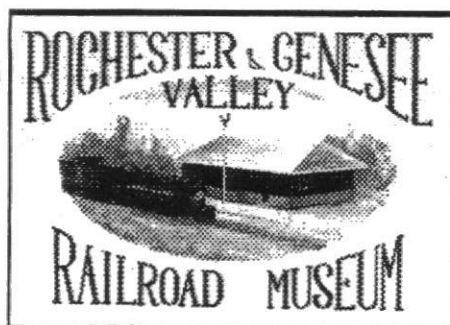
Singling out one individual among those who contribute may be unwise, but I believe that all would agree it is fair to recognize Dave Luca's contribution to this effort. Dave has contributed many hours of hard work

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Dick Luchterhand looks on as Dan Waterstraat pilots the Roto-hoe in removing the mud slide from the LA&L tracks.

*More concerning drainage problems and solutions appear on Page 3.*



Rand Warner, Director, 425-8587

## Trolley Projects

Chuck Whalen is continuing interior paint removal on RL&B Car #206 to get down to the original mahogany with gold trim. We anticipate starting on partitions rework soon. Lynn Heintz has loaned brass baggage racks to be cut in half, and is also supplying special tongue and groove side sheathing.

Neil Bellenger and the Navy SeaBees are doing wood structural repair on the Line car. Lynn Heintz is providing side sheathing. Neil and the SeaBees plan to rehab the roof. Rand Warner continues painting.

The Tuesday afternoon crew is now documenting and tagging electrical and air brake piping on the Rochester Subway Car #60. Cliff Rogers, Dave Baer, Bob Van Vaulkenburgh and Rand Warner are taking photos and videos, and making sketches and drawings to diagram the maze of pipes and conduits on this car. Each pipe or conduit is being tagged at each end.

Congratulations to the NYMT car barn crew who now have installed the roof boards and trolley poles on P&W Car #168. This will undoubtedly be our first car to run under the new overhead wiring structure.

## Electrification

*Facilitator: Rand Warner*

We look forward to pulling trolley contact wire soon at the NYMT end of our line. Most all of the supporting wire structure is in place, strung from many poles by the line crew.

Charlie Lowe of NYMT is working on a 4-wheel wire car, built from a 4-wheel push car. This car will hold the large spool of #2-0 hard copper contact wire, as we pay it out onto the line structure.

Rand Warner is investigating temporary and permanent enclosures and locations for the 250-kw diesel gen-set power supply.

Neil Bellenger will be coordinating installation of bond wires at rail joints, using available tooling and supplies.

## Drainage

**Background:** Drainage control is one of our highest priorities! Without good drainage, we get water where we don't want it — into the Depot, into the Restoration building, onto our yard tracks, and onto our hill track — and even on to LA&L RR track.

**Plans:** Our Master Drainage Plan has been, and continues to be, to have north-south ditches at each level on the property, to carry runoff water from catch basins and slopes to our main east-west culverts under our own tracks and under the LA&L tracks, via the LA&L's ditches.

Our immediate actions this Spring are to

1. Dig the north-south ditches along the east edges of each of our land levels and to tie them into our east-west culverts.

2. Install catch basins and laterals to the ditches at both the north and south areas adjacent to our Restoration Building.

**Progress:** 1. Joe Scanlon is drawing up the details for the catch basins and laterals and will stake them out.

2. Joe will also spec out the drain pipe and catch basins for pick up by Rand Warner.

3. We will not dig the laterals until we have the pipe on site to immediately put into the trenches.

4. Recent meetings and discussions with Tom McTighe, Chief Engineer for LA&L RR, have resulted in a revised and improved overall Master Drainage Plan. Minutes of the information have been written up, distributed, and posted; and a preliminary overall drainage plan sketch has been drawn up and posted.

5. Drainage tie-ins at the Restoration Building level have been started by Neil Bellenger, Dave Luca and Rand Warner.

6. Bob Mader, Dave Luca and Rand Warner are keeping our culverts clear.

7. Rip-rap has been added to our most recent washout area on our hill main line by crews led by Jeremy Tuke, John Redden, Dale Hartnett and others.

8. An arrangement has been made with the State School for a supply of rip-rap for reinforcing the hill washout area, as well as our culvert areas.

## Restoration Facility Complex

*Coordinator: Rand Warner*

Almost a thousand cubic yards of fill has been removed from north of the building and deposited, graded and rolled south of the building.

FastTrak, who put up our new building, has been contacted by Rand Warner regarding a shed extension on the east side to house our shops for wood work, metal work, sheet metal, electrical, plumbing, etc. We are looking at a 5-bay shed of either 20 or 30 foot depth by 140 feet long.

Options for pouring a partial concrete interior slab are being investigated based upon the availability of the first \$5,000 in funds.

Last month we talked about our newly arrived metal working machinery and our need for wood working machinery.

This month we can report the acquisition of these needed wood working tools: 24" planer, 20" vertical band saw, 16" radial arm saw, and combination 12" disc/6" belt sander/shaper.

Initial location layouts to permit at least partial utilization of our new machine tools have been studied.

Work continues on the 3-phase generator/air compressor utilities trailer.

Electrical vault boxes (concrete) have been relocated from storage and moved up to the Restoration Facility for future installation.

New heavy electrical conduit has been ordered for future placement in the building/foundation.

Contacts have been made with the Town of Rush regarding electrical code requirements and overhead wiring practice with respect for our future single and three-phase electrical wiring requirements.

Additional fire protection capacity for the new building is being procured in conjunction with the new welding equipment.

Art Mummery and Dick Bean have gotten our latest welding acquisition running: a Miller 300-amp, gas-powered unit.

Steve Huse has arranged donation of steel shelving and a heavy steel welding bench.

## Rochester Subway in current Railroad Model Craftsman

"Rochester's unique subway" appears in the August 2000 issue of *Railroad Model Craftsman*. The author is Otto Vondrak who has authored other articles.

The eleven pages (!) contains 17 photos, two maps (one is a detailed trackage map), two plans and a suggested layout for modeling the subway.

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## Track Cars

*Supts: Jeremy Tuke, Dan Waterstraat*

**Progress:** All primary and backup track cars are in operational service for the 2000 Season.

Bob Mader has repaired the starter (again) on TC-2. Chapter #27

Larry Baker is restoring our Dansville and Mt. Morris RR Fairmont track inspection car. He has been scraping, needle scaling, wire brushing and priming all surfaces.

**Plans:** Keep track of wheel wear on all track cars.

Complete restoration of Fairmont track inspection car.

Maintain reliability of current track car fleet.

## Motive Power

*Supt. John Redden*

**Progress:** Norm Shaddick has spear-headed removal of excess oil in the turbo on the Fairbanks-Morse Army #1843 and that loco is operational.

John and Gene Redden and Co. have gotten NKP #79 running for the season, replacing drained coolant by pumping it from a storage tank.

EKC #9 Alco RS-1 continues in service for the season and has been running a number of times.

LV #211, our Alco/EMD RS-3m, will probably be running by the time you read this issue.

EKC #6, 80-ton GE, our year-round primary loco, is in regular switching service.

Handrails and trim have been painted on our GE 45-tonner by Chris Hauf and Tom Tucker. Dick Luchterhand is now doing his needle scaling from a newly erected scaffold. John Redden is continuing work on the air piping.

Our primary blue Army TrackMobile is in regular use, being especially valuable while we work on our washout.

The secondary blue Army TrackMobile is almost all back together thanks to our volunteers and the Navy Reserve Seabees.

Kevin Klees is needle scaling and priming the chassis of our 6-ton Plymouth gas-mechanical.

**Plans:** Get all necessary motive power for Diesel Days operational and into service. Those dates are August 19 & 20.

## Track & Right-of-way

*Acting Supt. Rand Warner*

**Progress:** Dave Luca and Bob Mader have been working on culverts.

Dale Hartnett, Rand Warner, Tom Webster and Young Explorers have been working on tie replacement and switch timber crib out at NYMT.

Jeremy Tuke, John Redden, Dale Hartnett, the Young Explorers and others have installed and staged rail anchors all the way up the hill from the Depot to Scanlon's curve and beyond to BOCES crossing.

Track #6 siding has been relocated westward, levelled, straightened and extended almost to the Restoration Building. This effort was reported on last month and is still continuing. Thanks to many, many volunteers.

Switch #6 has been rebuilt and realigned and returned to active service. We still want to raise the west rail. Thanks to John Redden & Co.

The following have been assigned as Section Foremen: John Redden, Dave Luca, Dale Hartnett, Jeremy Tuke and Mark Pappalardo.

A crew of 12 turned out to begin dismantling our donated siding in Brighton, including our volunteers: three Scouts and Dads.

Rebuild and reinforcement with rip-rap continues at our washout area. We plan to build this out and then tamp it in for compaction strength. A large crew is helping on this effort.

**Plans:** Return main line hill to service for heavy locomotives.

Change out bad switch timbers at NYMT.

Continue extension of Track #6 to south of Restoration Building.

## Maintenance-of-Way Equipment

*Supts: Dick Bean and Bob Mader*

**Progress:** Dick Bean and Hiram Colwell are continuing work on Burro crane. They are installing remaining sheet metal, lubricating all areas, working on motor mounts, and hooking up fuel lines. Dick has located and sent for a manual.

Rick Israelson has the Tie Extractor all painted and working on top, and now has it jacked up off the floor so he can clean and paint the bottom, and repair the tie claw fingers.

Rand Warner and the Navy Seabees have built a side dump car. The car is now in

service for rip-rap hauling and placement, pushed by our Jackson tamper.

**Plans:** Get Detroit diesel prime mover running on Burro crane; continue reassembly and check out of all Burro subsystems.

Complete work on Tie Extractor. Install replacement auxiliary carry-wheels and return to operational service.

Improve side dump car as necessary, as learned through experience.

## Construction & Equipment

*Supt. Joe Scanlon*

**Progress:** Art Mummery is repairing swing motion drive on Link Belt Roto Hoe.

Dan Waterstraat, Bob Miner and Navy Seabees are keeping Army dump trucks in service. Scott Gleason and Dan Waterstraat installed our new side boards on the two Army dump trucks to increase capacity. Dan Waterstraat and the Navy SeaBees installed headlights on our second Army dump truck.

Scott Gleason, Dan Waterstraat and Art Mummery are keeping the Koehring hydraulic excavator in service.

Rand Warner and Bob Miner have gotten all the upper mechanism and diesel engine running on the Gradall.

Bob Mader is keeping the Balmar backhoe tractor and Georgia buggies in repair.

The Trojan loader, Army crawler crane, Koehring shovel, Austin-Western yard crane, and Balmar backhoe were all used in relocating Track #6 westward.

Both the Ford fork lift and the Lull fork lift are in constant use.

Art Mummery spent a week in Canaseraga getting several items of NYS/FPA property ready to go and they are now delivered to our Museum.

Joe Scanlon has coordinated long term loan and delivery of a large diesel hydraulic Koehring backhoe shovel from Mark Vitale of Vitale Construction. This will be extremely useful to our excavation and many other projects. It has already been put to use by our newly trained operator Scott Gleason.

**Plans:** Continue excavation north of the Restoration Building and fill south of same to permit construction and expansion of yard trackage.

Continue implementation of master drainage plan as published: installing pipe, drains, ditches, culverts, catch basins, etc.

Complete rehab of washout area on hill using rip-rap, etc.

Maintain construction fleet in working order to support projects. Give Joe Scanlon a call if you can help with heavy equipment operation or repair. Call: 392-8841.

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## Construction

by Joe Scanlon

**We told you it wouldn't take long!**

Scott Gleason, assisted by John McDonald, has excavated almost 1,000 cubic yards of earth to expand our rail yard North of the Restoration building. Dan Waterstraat, Bob Miner, Jeff Carpenter and Jeremy Tuke have been the main pilots of "Fred" & "Barney", our five-ton dump trucks. Jim Johnson has been finishing off the fill with our Ace Paving Galion roller.

## Tidbits

Canadian National Railway Co. recently announced plans to build a \$5-6 million truck-to-train transfer facility in Buffalo. This would be the easternmost US terminal for CN and BNSF, IF their planned merger is completed. [U.S. Rail News, March 29, 2000]

Employment rates have declined for US railroads. The Surface Transportation Board reported that Class I roads employment dropped 2.33 % from December 1998 to December 1999. Only exception was for maintenance-of-way and structure jobs which increased 2.5%. The biggest job loss was in profession and administrative jobs, dropping 6.01 percent. [U.S. Rail News, April 12, 2000]

The railroad with the most employees was UP (52,006) followed by BNSF, NS, CSX, Soo, IC, KCS, Conrail and Grand Truck Western coming in at 1,774. [U.S. Rail News, April 12, 2000]

## 2000 Calendar of Special Events for Combined Museums

**July 22-23 (Sat. & Sun.): "Model Steam & Gas Engine Rally"**. Come out and see special displays presented by the Western New York Model Steam & Gas Engine Association. On tap is the NYMT's new calliope.

**August 19-20 (Sat. & Sun.): "Diesel Days"** The museums will highlight the diesel locomotive during this two day celebration with six operating diesels from the small 45-ton switcher to the large 1000 & 2000 HP road switchers. Locomotive rides are planned.

**Oct. 29 (Sunday) Last day of Joint Operations.** Track car rides end. R&GV RR Museum closes for the season. NYMT remains open from November thorough April at reduced admission rate.



(Chris Hauf Photo)

## The Lehigh Trail

by Mary Hamilton-Dann

Last March, The Mendon Foundation received word from Governor Pataki that it had been awarded a grant for completing the development of the Lehigh Valley road bed in Monroe County. Funding derives from Federal Off Highway Enhancement (\$846,833) and Monroe County (\$242,296). In addition to \$123,350 raised by the Foundation, the total amount is \$1,212,479.

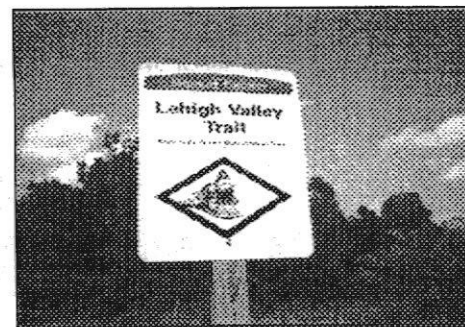
The 14-mile trail extends from the Village of Mendon to and across the Genesee River. While the ex-Lehigh mainline property is under the aegis of the Monroe County Department of Parks, responsibility for grooming the trail has been assumed by The Mendon Foundation. This non-profit organization depends on volunteers to clear and surface the right-of-way, deck the railroad bridges, and otherwise ready the trail for hikers and non-motorized vehicles. A recurring chore is dealing with the encroachment of weeds and overgrowth.

Although the Foundation's primary focus is preservation of open land, it actively promotes LV rail history. For example, the Parks Department has erected signs which depict the Lehigh's BLACK DIAMOND EXPRESS. This dual emphasis adds a unique dimension to the project.

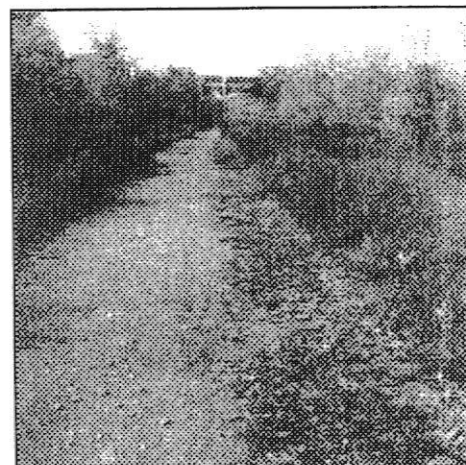
When completed, the Trail will connect with the north/south Greenway on the ex-Pennsy road bed at Wadsworth west of the Genesee River. Also underway is work on the Lehigh's branch line north from Rochester Junction to the Rush-Henrietta Town

Line.

Efforts in Henrietta and Brighton will ultimately connect the Lehigh Trail with the east/west Erie Canal Trail.



Lehigh Trail sign at Rochester Junction. (M. Hamilton-Dann photo, June 2000)



View of Lehigh Trail looking west from Plains Road toward railroad bridge over Honeoye Creek. (G.S. Autumn photo, 1998)

## GOING WEST WITH MR. EAST

by Marie Miner

Anxiously waiting for AMTRAK's *Lake Shore* to arrive are 49 travelers ready to begin their western adventure. The train was only an hour late and soon we were settled in our coach seats for our overnight run to Chicago.

While waiting for our connecting train to *Southwest Chief* some took the opportunity to visit the Sears Tower for a spectacular view of Chicago on this beautiful clear and sunny day.

After getting settled in our rooms and getting acquainted with this train, it was time for dinner in the diner. Our first small delay was at a stop in LaPlate, MO where the paramedics met the train to check over someone who had passed out. Everything seemed to be okay and we proceeded on our way through the night.

The next morning found us in Kansas for breakfast. Later that morning we had a chance to get off the train to stretch our legs in LaJunta, CO. As we were wondering what the delay was the police arrived to arrest a young man for stealing a CD player left on a seat. At Albuquerque, NM we were let off to stretch and have our first of many shopping trips. Many of us sported turquoise jewelry the next day. Rocking and rolling we arrived in Flagstaff to the relief of many after a very bumpy ride. Here we met our bus driver, Gary, who would be with us for the next five days.

Our day trip to Sedona took us through wonderfully different scenery. We stopped at Montezuma Castle to see some Indian cliff dwellings and wondered how they got up and down. There were the unbelievable red rock formations, the Oak Creek Canyon and of course, shopping at Sedona.

Unfortunately, the next morning one of our group had trouble breathing and had to be taken to a hospital. We were relieved to hear it was not a heart attack, but high altitude problems. They would not be able to continue with us. The rest of us continued to the Grand Canyon which is breath-takingly beautiful. Then on to Page to be ready for our raft trip through the Glen Canyon the following day. It was very windy. Before we even got to the rafts, Bill Blaesi lost his brand new cap worn especially for this occasion to the rocks below, but kept a firm grip on Mr. Camera. The sheer cliffs on rock towered over us. The spray hit our faces and the hats were flying, but we make it to Lee's Ferry where our faithful driver had the bus

waiting to take us to Rubys Best Western Resort.

The trip to Bryce Canyon brought more awesome sight. At 8,100 feet we oohed and aahed. This short trip left us with lunch time nearing. Gary took us to a work in progress called Western Town. They were a bit surprised to find a bus load wanting lunch, but with true western hospitality they provided a couple of choices and even brought in entertainment. We enjoyed the singing and guitar and some of us even danced and then learned a little line dancing. Naturally there was a gift shop. John Weber hemmed over buying a cowboy hat, but with Jane's encouragement he bought a spiffy, black hat with silver embellishments. He looked great and later was seen sporting a nifty bolo tie. Howard Quick picked out a good looking straw hat and needed a badge to wear on it so became known as The Sheriff to the rest for the rest of the trip. We had a very pleasant couple of hours.

Returning to Rubys Complex some of us decided to do a load of wash which turned into another hour or so of entertainment. We're not sure what the other people thought, but we had fun with the laundry. Who would have thought that Ray Taylor would carry around a bag of quarters for just such an occasion.

Five would-be cowgirls went horseback riding. Louise Lamb and Diane East were sporting their new hats. No one admitted to aches or pains the next day and a good time was had by all. Two of our ladies took a helicopter tour that afternoon and got a grand view.

We heard later that day that Mary Roth had been taken to a hospital and kept for test. The next morning before going to Zion we stopped to check on Mary. One can only imagine the panic in ER seeing a bus pull into the parking lot and stop. A lot of us went into this small hospital to look around, use the facilities and shop the gift shelf. The word was that Mary was better and would join us in Las Vegas.

It's hard to express the ride into Zion on a bus - maybe sheer terror is good. The long tunnel with openings very so often, gave peeks of yet different looking rocks and the lofty heights when you reach the bottom the rocks are like the other parks - you have to see them to believe them!

Arriving in Las Vegas we are about to

see the glitter and hear the noise of the casinos. Mary arrived the next day from her stay in Pangutch, Utah. We went our separate ways to see the wonders. It's like another world.

Greeting our favorite driver again we headed over west. We had two winners at the slots. The rest of us chose to ignore the question and not talk about our donations. On the way to Bakersfield we stopped at Calico Ghost Town recommended by the Gillards. Another unexpected treat.

Bidding a fond farewell to Gary, we boarded one of AMTRAK's San Joaquin trains headed to Oakland. After a very enjoyable ride with some levity in the cafe car, we detrain and board a bus for the short ride to San Francisco and our home for the next few days.

The trip to Napa and the ride on the *Wine Train* with their wonderful food wasn't marred even by steady rain which fell most of the day. The trip to and from Napa was greatly enhanced by our very knowledgeable driver who gave us a super tour. Then we were on our own to explore the "City by the Bay" with its cable and street cars to ride. Chinatown and the Wharf area to explore or a short boat ride to Alcatraz and always shop after shop to shop. Many of us were seen wearing new fleece jackets and carrying new suitcases to hold all our stuff.

Saying good-bye to San Francisco we bussed to Emeryville to board AMTRAK's *California Zephyr* for our overnight ride to Glenwood Springs. Even before leaving the station one of our engines sprung a leak and had to be taken off delaying us about an hour. After leaving the coastal area and Sacramento we started climbing into the Sierras. We had snow much of the way to Truckee.

Waking up in Utah we see a beautiful, barren vista with snow capped mountains in the distance. Crossing into Colorado the canyon starts to close in and we find ourselves amidst the red rocks again. Soon the Colorado River appears and we follow it into Glenwood Springs with its hot pools and vapor caves waiting for us.

Our day trip to Aspen was a bit disappointing to some with not every thing open, also the town was in the midst of urban renewal. Never having been to Aspen before it was another nice experience. Seeing the ski area rise over the town almost made one want to ski. We found enough stores to shop and some very good food. Our intrepid shopper, Mrs. East even found a Thrift Store where she purchased a San

(Continued on Page 7)



**GOING WEST** (Continued from Page 6)

Francisco fleece for \$2.00. We didn't care, our new ones sure felt good in the cool air of the Rockies.

After walking around Glenwood Springs one more time we boarded (what else is new, a bit late) another *California Zephyr* train for our ride throughout the spectacular Glenwood Canyon and on through the Rockies into Denver. Here we had a chance to stretch our legs before bedtime. There's a rumor that Car 31 got a bit silly and some were seen roaming around in their PJs.

Our journey to Chicago was running about two hours late. We had no time in Chicago this day – it was off the *Zephyr* and onto the *Lake Shore*.

So we arrived at Rochester – a cold and damp place in New York State. We say good-bye to new and old friends and hope we will travel together again.

Our statistician, Ray, tells us that we went through 15 states with 5,628 miles on AMTRAK and 36 miles on the *Wine Train*. All our bus rides added up to another 1,325 miles. This makes a grand total of 6,989 miles. He didn't forget the rail trip which was 16 miles and the cowgirls ride was 15 miles. The helicopter riders gave no report of the miles they flew. A lot of traveling for 19 days!

**TTCS resumes publication**

After about a year of suspension, The Toy Train Collectors Society is again publishing their informative "The New Century Limited"

Since this group has a strong Western New York State presence, many of the articles pertain to area railroads or surroundings.

There is the story "The Ghost Building of Dansville" or "Dansville's "Castle on the Hill".

Another is "Looking Back at Buffalo 100 Years Ago", which looks at railroads, street railroads and short railroad trips.

You will find the magazine at our library.

**More Tidbits**

The Lake Shore Railway Historical Society has scheduled a trip to Cass Scenic Railway for June 23-25. Eighty-one reservations were made resulting in two buses for the trip.

Both Erie City and Erie County, PA took part with proclamations proclaiming May 20 as Operation Lifesaver Awareness Day. Literature was distributed and videos shown.

**Library Report** (Continued from Page 2)

plus obtaining many of the building supplies. Thanks Dave.

In June, Dave and Bob Miner purchased and received the thousand or so linear feet of 1x4 fur flooring and stored them in the supply car at Webster. Dave, Gale Smith, Jerry Gillette and I spent two days beveling these boards with a table router loaned by Ralph Mosher to give them a railroad look when they are applied to the caboose wall. Bill Limburg, Steve Oagley and myself spent about one and half days priming the edges of these boards. Dave and I then took off part of the west side of the library. It was at this time that we discovered that water leaking through one of the window frames had rotted almost all of the lower beam that served as the side sill for the car. Not a pretty sight. However, the building appears to be sound at least it is not collapsing in that area.

Steve Oagley, Eric Drum and myself in a one day marathon removed the remainder of the old west side siding. With a great deal of relief we found no more window frame leaks and rotted beams. Bill Limburg, Bob Miner, Dave Luca and I commenced putting back the insulation and siding on the library. A second intense and loud hammering session with Bob Miner and Dave, with assistance from me, has completed replacement of approximately 10 feet of the 30 feet of siding that is required. For the moment, the window openings are being covered with siding with the intention of installing new and leak proof window frames later. Another work session has been scheduled to continue this work in early July. Pounding the nails into the tough substrate on the caboose is not an easy task.

Hopefully the Chapter members will recognize the important contribution that these members are making to save our Webster building that not only serves as a library but also an important meeting place and center for the fall foliage train trips. It is an outstanding Chapter asset and should be everyone's concern.

After completing the west side siding, it will need two coats of paint: one coat of primer and then the final paint coat. Hopefully we can call on Chapter members to help in this finishing task.

The next question is can we complete the replacement of the east side that has less visibility with simulated wood board paneling such as Texture T-11 this summer. It is questionable if this can be done this year with the fall foliage train trips coming up.

Meanwhile inside the library Gale Smith

and Bob Miner have been finishing the duplicate sets of Lloyd Klos' newspaper clippings on Rochester traction. Jerry Gillette has finished the awesome task of listing all the Erie (+ other RR) drawings.

We will see you at the library in July!! Remember we are air conditioned! Hope that you will lend us a hand with the library restoration if we call for help.

**What to do with Surplus magazines**

Mr. Robin Shavers in Roanoke Chapter's *Turntable Times* states that selling railroad-content magazines at hobby shows is great for collectors – provided they find what they want. What to do with the rest? He suggest that such magazines as *Trains*, *Railpace* and *Railfan* be donated to Boys Clubs, senior citizen homes, hospital, prisons and other places where reading materials are welcome and encouraged. Even consider doctors office waiting rooms, auto repair shop waiting areas and those places where customers need to wait for service. As a benefit, it might encourage the reader to become an active member.

**Vision****Northeast Quadrant**

Dave Luca, Manager

Major effort is currently focussed on expansion of yard and storage trackage and related excavation and full efforts, both north and south of the Restoration Facility. Other trackage and facilities are under consideration.

**Northwest Quadrant**

Joe Scanlon, Manager

Joe will be drafting up some possibility sketches for layouts of lineside industries. Rand Warner is continuing discussion with Yew York State Office of General Services.

**Southeast Quadrant**

John Redden, Manager

John will be giving thought to track and building layouts for our steam loco terminal and related facilities. The recent placement of the State School high wire fence defines new boundaries to work around.

**Southwest Quadrant**

No Manager assigned

The placement of recent rehab of the former dump sites defines new location considerations for our route down to where the former LV RR crossed the Genesee River.

**Corridor to River**

No Manager assigned

This corridor could be potentially used for road, rail, or even water traffic to our Museum.



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Chapter Meeting & Program:

**It's Summertime  
at the Depot!**

**Part II**

July 20, 2000

R&GV RR Museum

Route 251

Industry, NY

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**Rochester Chapter NRHS Officers:**

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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: (716) 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. **Deadline: First Day of Each Month.**

**Pouring the Restoration Facility Floor!**

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let your write your name and date in a slab. [Don Shilling]

InterNet (World Wide Web) address:  
<http://www.rochnrhs.org/>

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