



The Semaphore

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

January 2007
Volume 49, No. 5

Program for Jan. 18:

A Tour of Three Railroad Museums

by Harold Russell

Harold will present his slides of the rolling stock of collections of:

The Danbury Museum
Gold Coast Museum
B&O Museum

The most recent word is that we will hold our meeting in the Dining Room at the 40&8 Club. [Don W. – take note!]

Meeting starts at 7:30
Intermission
Program follows Intermission
Store will be open before Meeting and at Intermission.

NOTE: The 2007 Chapter calendars are SOLD OUT!

As always, guests are welcomed.

Future Programs (Subject to change!)

2007

Feb. 15: *RPO Car Operation*, by Chris Hauf

Mar. 15: *Member's Slide Night*

Apr. 19: *Rochester Branch of LV RR*, by John Stewart

May 17: *Montour Railroad*, by Bill Bigler

June 21: At the Depot, Industry

July 19: At the Depot, Industry

Aug. 16: At the Depot, Industry

Sept. 20: Buffalo Central Terminal by Bill Bigler

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

Chapter Library

11 May Street, Webster (by OMID Tracks)

Hours: 2 to 5 PM

Sunday, January 21, 2007

Library phone: 872-4641

Year End Party is a GO!

by Chris Hauf

Yes, Virginia, there will be a Year End Party! And it will be held at the Industry Depot of the Rochester & Genesee Valley Railroad Museum on Saturday, January 20th. We plan to start a little earlier this year at 12 P.M. Since the good weather has led us to begin the rebuilding process on our lead switch this Fall/Winter, our Industry yard is a bit torn up which won't allow us to board trains all the way into the yard. Since we always believe in SAFETY FIRST, an earlier start will give us the daylight we need to operate our trains and have a fun and safe party. The museum will provide hot dogs and hamburgers along with soft drinks. We would ask that people consider bringing a dish or a dessert to pass. Train rides are planned including a possible photo freight! We also plan to have our restoration building open for tours so

everyone can see all of the progress being made on the various projects including our Plymouth Model BL gas-mechanical locomotive.

The cost will be \$5.00 per person. Guests are always welcome! We do have to ask those with small children to be VERY careful if you want to bring them out. Our pot belly stove in the depot will be hot and there are LOTS of trips hazards right now in Industry yard due to the track work.

Given the short notice, you don't need to have to RSVP, however, it would be good to let Chris Hauf know if you plan to attend just so we have a basic idea of how many people will be attending. Also, if you have any questions, please feel free to contact Chris (crhauf@frontiernet.net 381-8583).

Please come on out!

Invitation to tour Buffalo Central Terminal

by Lynn Heintz

Our members have been invited to the Buffalo Central Terminal for a special tour of the station. It will include areas of the depot not seen by the general public. The tour will be after April 1st and take 2 - 2 1/2 hours. A group of 15-20 persons at one time with a max of 2 tours on that day. There will be dark areas and climbing stairs; work shoes, a flashlight and jeans are advised. Please let me know by email or phone of your interest ASAP so the BCT Corp. can be advised and prepare. This is a rare opportunity and it may coincide with our Sat. work party, so, I will ask you to indicate a preference of Sat. morning or afternoon or Sun. afternoon. I will go with the general consensus.

Call: 343-3873, email: lheintz2@rochester.rr.com

Track Car Training Schedule is on Page 7

In addition, Harold Russell has outlined what each session will detail. There are two sessions: 1) Classroom and 2) Hands-on operations of each track car; TC-1 and TC-3

Book on BCT construction

The Railroad Station Historical Society has just published a book of views on the construction of the Buffalo Central Terminal, by John C. Dahl, a member of the Niagara Frontier Chapter, NRHS. Copies at \$13.00 are available from Jim Dent, Railroad Station Historical Society, 26 Thackeray Rd. Oakland, NJ 07436-3312

Library Report

Charles Robinson, Chairman

Now that the holidays are over the library will be open for regular use on Sunday afternoon, January 21 between the hours of 2 and 5 PM. The weather being like it has been we may have to turn on the air conditioning! We still have a full array of materials available in the library along with a copy machine for your use. All this convenience may not be all together for very much longer so come out while everything is available.

A new location is now available for our library thanks to the efforts of John Stewart and the Trustee's library committee. It is a relief to find a new home for the Chapter's materials so far in advance of our need to leave the present Webster location. The plan is to place the circulation library on the second floor of the 40 & 8 Club where it will be available to members before meetings. Some kind of schedule will have to be worked out during the summer for library access when monthly meetings are no longer held at the Club. The archives will be stored in Webster in a controlled environment warehouse and will be visited by appointment. The copy machine and paper storage associated with it will go elsewhere.

The library chairman has been able to make measurements of the 40 & 8 Club room. Its inside dimensions are 12'-10" by 15'. With a scale drawing of the room and cardboard pieces to scale of the footprint of our various cases, a preliminary plan has been worked out for the library there. In short, all the cases with books, periodicals and tapes can be fitted into the room with the exception of one case each for the periodicals and tapes that are presently used in the current library. There is space for two tables in the center of the room one of which will be for the computer. There is a closet associated with the room that currently contains two file cabinets and if we can use this closet in like manner, we will be able to make up for the deficiency of file storage in the room plus have a place for the staff's working materials. The boxes of Official Guides, the historian's case, the safes, remaining file cabinets, the slide carousels, the timetables and other miscellaneous items will have to go to the controlled environment area. In some cases, some of this will have to be disposed of.

This current layout of the proposed library is only preliminary and it is likely that changes will be made to suit the members. It will be necessary to know more about the 40&8 club hours in order to arrange work sessions and access to the

library at times different from the meetings.

Jerry Gillette has been realigning the reduced Barrett collection into a smaller number of slide carousels. Gale Smith continues with the logging in of more books into our collection.

Hope to see you at the library Sunday afternoon, January 21 between 2 and 5 PM.

Have a Happy New Year!

John Laraway

The Chapter regrets the passing of John (Jack) Laraway of Honeoye Falls, NY on November 4, 2006. Jack was a member of the Rochester Chapter for several years. Jack did not attend many meetings but he and his wife Sue traveled on several Chapter sponsored Amtrak trips and recently went on the Baltimore, MD trip two weeks before his death. Jack was retired from Eastman Kodak and worked for the Film Testing Division at Kodak Park. Jack was a serious railfan and had a wonderful garden railway in his yard. He is survived by his wife, Sue, of 50 years, 3 daughters, 5 grandchildren and many close friends. [Jim East]

Take a look!

Our websites are:

<http://www.rochnrhs.org>, and

<http://www.rgvrr.org>

The latter site has photos of the BIG DIG that took place on July 30th.

All in glorious color!

Capital Fund Drive

by Jessica Stallone

The Chapter is hard at work completing our restoration building complex and the new excursion set siding at the museum. Our dedicated volunteers have already made significant progress on the building and connecting trackage, but work on the siding to the west of the LA&L is just beginning. We need your continued support to complete these projects in time for the 2007 operating season. Send your donations, made out to Rochester Chapter, NRHS, to Don Wawrzyniak, 471 Cedarwood Terrace, Rochester, NY

Thank you for making these projects possible.

Membership Report

Jessica Stallone, Chairperson
membership@rochnrhs.org

Change of address:

Peter E. Gores

PO Box 225

Mumford, NY 14511

Due Notices have been mailed!

If you have not renewed, your Chapter and NRHS membership EXPIRED on December 31! With the Chapter, there is a slight grace period to allow you to pay your property taxes! However, Jessica would appreciate your attention to paying your dues. She rather forward your dues to the National rather than inform some of deletion from the membership rolls.

If you have any questions, please contact Jessica at the above stated e-mail address or 585-615-4862.

Donations are still appreciated, and acknowledged, although you will have to apply them to your 2007 tax returns.

Chapter & National dues

Regular: \$42.00

First family member: \$11.00

Additional family members: \$4.00 each

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

Subscription to *The Semaphore* only: \$10

Chapter's 2007 Calendars

The 2007 Chapter calendar contains full color photographs of the various cars that operated on the Rochester way.

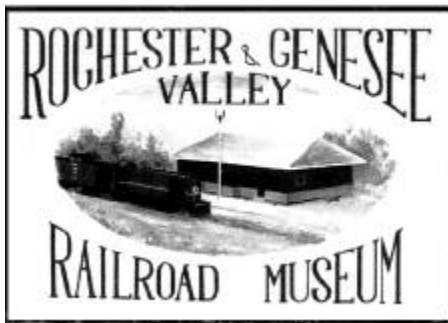
The views are in the 2006 calendar; buy one here for 2007.

The cost is \$15.00 plus shipping and handling. Send order to Rochester Chapter, NRHS, PO Box 3326, Rochester, NY, 14692-3326. Make check payable to Rochester Chapter, NRHS.

It is also available for our Stores at meetings with a membership discount.

Contributors to this issue

Bob Achilles, Dick Bean, Ira Cohen, Jim East, Chris Hauf, Chris Hausler, Lynn Heintz, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, and Rand Warner and various publications as indicated.



Motive Power Report

by John Redden

Gasoline Locomotives:

Plymouth BL: Progress on the Plymouth locomotive continues. Recently-ordered sheet metal, to cover the wooden engine canopy frame has arrived. As part of this order new sheet metal cab sides and a roof covering was also obtained. One piece of the sheet metal that separates the operator cab from the engine compartment has been fabricated and installed. As a historical note, this replaces one of the only original parts of the cab front wall that was still on the locomotive when we received it. One cab sidewall has been drilled for mounting holes and will be painted and installed soon.

With the sheet metal that separates the cab from the engine in place, the permanent electrical wiring can now be installed. The new electrical system will be somewhat improved from the original 1920's system. We will be adding an ammeter, some cab lights, and a radio-mounting bracket. It's hard to imagine the original Plymouth designers foreseeing radios being used in railroad operations.

Steam Locomotives:

A Steam Team/Motive Power meeting was held on the customary first Saturday of the month, and several items regarding the cosmetic and functional restoration of our two steam locomotives were discussed and decided upon. This meeting has been having increased attendance in recent months, and we thank our volunteers for their continued support of the Program.

Joel Shaw and Dave Chapus continued work on stripping paint from the exterior of the cab of our **Vulcan BNY #12**. We are gradually preparing the engine for painting and other cosmetic work, in order to allow it to be displayed outdoors.

Fabrication of a replacement wood draft gear mounting block for the front coupler on the **Heisler fireless** locomotive has been completed. The newly-operational Do-All bandsaw was used to round the corners on

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

this 2 inch thick oak block. And large 1-3/8" holes were bored through the block, using the large drill press in the machine shop.

Diesels:

Our current round of fundraising efforts for large locomotive batteries was completed at the end of calendar year 2006. It is with great pleasure, we can report that the Rochester Chapter donors far-exceeded our stated goal of funding for one-half-set of batteries for the **1843**. As of December 31st, twenty-two people had donated funds that exceeded the requirements for a COMPLETE SET of batteries. An order will have been placed with the vendor by the time that you read this. On behalf of the Chapter, as well as the Museum, and the Motive Power Department, please accept our sincerest "Thanks" in supporting this program.

On the **RG&E 1941**, Luther Brefo and Joe Nugent completed the removal of several layers of dried and peeling paint from the ceiling of the cab. John Redden torqued the connecting rod caps on the number one prime mover. The next step will be to re-install the heads and torque them down. Thanks to Art Mummery for locating the torque specifications for this engine, and providing them to us.

Thanks to: All of our generous donors, our Motive Power Volunteers, and also to Kevin Klees and Norm Shaddick for their input to this article.



Above With a gas-mechanical chain drive locomotive, keeping your chains properly oiled is a must. To insure our Plymouth BL's chains stay lubricated, Kevin Klees has fabricated this chain oiler setup which will feed brushes mounted on the various drive chains. [Chris Hauf photo and caption]

Below The first Saturday morning of every month, our Steam Team meets and then spends some time working on the museum's two steam locomotives. One of the current projects is the cosmetic restoration of our Vulcan #12. Here we see Chapter member Jerry Bertholdo and his son wire brushing some of the paint off of the roof of #12 in preparation for new paint this spring. Jerry was the previous owner of #12 and generously donated the #12 to the R&GVRRM several years back. [Chris Hauf photo and caption]



Dreams Come True

by Rand Warner

Years ago, Don Shilling made an HO scale mockup of a Restoration Building. Then he went out and collected money to make it happen. If you can visualize it, you can usually do it.

Many years ago, Rand Warner provided a dream to Joe Scanlon in the form of a Parts/Maintenance manual for a CAT D-8 dozer. Joe went to work and now we have two D-8's, plus many smaller machines.

Right now we are building a mockup of "C-C Tower" - a signal tower dream of Jim Johnson & Co. for the last several years. Maybe we can use this mockup to inspire others, or as a focus point for grant application. "Hey - you never know"

For many years we wanted a magnetic base girder drill. Now we have one to use.

For many years we wanted a Bobcat skid steer loader. It took a number of years, but now we have one to use.

Northwest Quadrant

by Rand Warner

Paper work has been obtained from NYS/OGS giving us legal access to land west of LA&L RR. We have done a preliminary survey to stake out the area.

Information has been obtained from Monroe County Pure Waters regarding sewer lines, and Monroe County Water Authority regarding waterlines. Line location will be staked out by the time you read this.

Then we will be preparing roadway access to this new area to relocate construction and heavy equipment. This will permit grading and excavation for the new siding to be constructed west of LA&L RR, that will be used for storage and maintenance of our Excursion Trainset.

Construction materials for the new switch and new siding are being staged. Paperwork for additional use of LA&L RR right-of-way is in process, and expenses for new switch are already prepaid.

Special Events for 2007

Sunday, May 20: Opening Weekend

Sunday, June 17: Caboose Day

Sunday, July 15: Trolley Follies

Saturday, August 16 and Sunday August 19: Diesel Days

Alumni Visit a Hit

by Rand Warner

It was great to see Randy Bogucki recently while he was in the Western New York area for the holidays. He is living in New Hampshire, but close to Kennebunkport, Maine. Hopefully, he can pass on some of this many skills learned and demonstrated at the R&GVRM "College of Hard Knocks" to our friends at Seashore

Track Car Department

by Rand Warner

Bob Mader & Co. have removed the radiator from TC-2 now located in the Restoration Building for winter rehab. They have also pulled the gas tank to repair leaks.

TC-3 has been relocated to just outside the Restoration Building and will be the next unit to get attention when TC-2 is back together and moved out.

Track Department

by Rand Warner

Mark Papalardo John Redden and Co. are installing a replacement frog at Switch #4 near the R&GVRM Depot.

Charlie Lowe & Trevor, Bob Achilles, Tony Mittiga & Co. are installing a replacement frog at Switch #D near the NYMT Barn.

Chris Hauf & Co. have jacked up, leveled and ballasted new Track #7 coming north out of the Restoration Building.

A track material inventory has been completed by Rand Warner

Dan Waterstraat and his ever faithful wife have moved rails formerly on the hill northeast of the Restoration Building down to near the new flat yard area north of this building.

NFR Convention: March 16-18

FWIW, RITMRC and the Lakeshore Division of NMRA are co-hosting the 2007 NFR Convention ("Flower City Flyer:} on March 16-18, which will include clinics, local layouts and tour of the RIT Model Railroad Club and "Free-mo". This is a new concept in portable HO layouts: 'do what you want as long as 1) the table height and 2) end connections meet specifications'.

Chapter member Mike Roqué is chairman for this convention, based in Rochester.

Buildings & Grounds Dept.

by Rand Warner

Dale Hartnett and Dan Waterstraat & Co. are keeping us in firewood for the winter.

Dave Luca, Dave Chapus and Matt Glogowski are continually working at keeping our drainage flowing through designated ditches and culverts.

Dale Hartnett and Dan Waterstraat are keeping up the battle with the brush, using two types of power weed wackers.

A Place for Everything

by Rand Warner

And everything in its place!

Last year Dale Hartnett made up an outdoor storage cabinet for track tools from a large General Railway Signal relay cabinet. This idea has worked very well for us.

Now he is at it again for an outdoor storage cabinet for landscape and grounds keeping tools. This one is being made from the crossing circuits relay cabinet formerly used at Route 251 and recently donated to us. Another payoff project so we can easily find the tools we need for the job at hand when we really need it!

Visit our Websites for color!

Our webmasters put current and past photos, in color, on the Chapter's two websites: www.rochnrhs.org, or www.rgvrrm.org

Shows, etc.

2007

Jan. 27-28: Amherst Railway Society Big Railroad Hobby Show, Eastern States Exposition Grounds, West Springfield, MA
Info: www.AmherstRail.org *

March 10-11: Rochester Model Railroad Club Annual Show, First Universalist Church, 150 Clinton Ave South; Sat: 10-5; Sun. 1-5 *

March 10-11: Greenberg's Great Train Expo, Dome Center, Henrietta, NY *

April 29: The New York Central System Historical Society 2007 Convention will host a "Rare Mileage Trip" on this Sunday at 9:30 a.m. The 80-mile roundtrip from Lockport to Brockport and return. Price of \$45 includes a tour of the Medina RR Museum and box lunch. Phone 716-839-5570 or go to <http://www.nycshs.org/tripflyer2007.doc>.

[* Ref: *Rochester Model Rails*, Dec. 2006]

Mystery Photo

by Bob Achilles

It is time for another mystery photo. However, before we get to it there is a correction required for the photo shown in last month's *The Semaphore* of a train pulled by a class L3a Mohawk approaching the East Rochester tower. The train is number nine not number eight.

Now it is time to examine the next mystery photo. First, what steam locomotive is shown? You ought to be able to come close on that.

Second, who is on the engine pilot? Here is a hint, he is a chapter member.

Third, what is going on here, why was this picture taken?

We will have the answers to those questions and more next month.



'King of Hobos' dies at 89

Maurice Graham, who began riding the rails at age 14 in 1931 and was known as the "King of the Hobos", died in Napoleon, Ohio.

He acquired the nickname of "Steam Train Maury", was a founding member of the Hobo Foundation and helped establish the Hobo Museum in Britt, Iowa.

In 1990, Graham wrote "Tales of the Iron Road: My Life as King of the Hobos, which told his stories of hopping trains and living in hobo camps until 1980. He was named National Hobo King five times and crowned Grand Patriarch of Hoboes at their convention in 2004. No one else has received the honor.

Graham worked as a cement mason and founded a mason school where he taught the cement trade. During World War II, he was a medical technician. [Source: *Van Wert Times Bulletin*, Nov. 22, 2006, page A2 and AP].

Wanted: Two of these



Two hubcaps for the REA truck.

They must look exactly like the photo.

Overall diameter: 11-1/2"

Reverse side opening: 9-5/8".

The only component needed now is a good radiator!

Contact: Lynn Heintz;
<lheintz2@rocheser.rr.com> or 585-768-

For sale:

Grinder: \$250.00

Hammond of Kalamazoo two-wheel grinder, Model #10; 1 HP, 220 V 3-Phase, 1750 RPM

Milling Machine: \$750.00

Cincinnati ToolMaster Vertical Milling Machine
42" x 10" table; 2 HP, 220/440V 3-phase; Variable speed head; Power Quill feed.

Both items are currently offered on "Craig's List" - <http://rochester.craiglist.org/tls/> or contact Kevin Klees or John

Ira Cohen comments on last month's Mystery Photo

"A couple of things make it impossible for that caption to be true.

"First, the New York Central observed the conventions, also observed by almost every transportation company in the country, that west- and southbound runs are assigned odd numbers and east- and northbound runs are assigned even numbers. Thus, Train #8 cannot be a westbound run.

"Second, New York Central Train 8, the Wolverine, passed through Rochester at about 3 in the morning. No matter what the season, no matter how long the days, it is always dark in Rochester at 3 in the morning. Thus, the train shown at the tower in bright sunshine could not have been NYC Train 8. [Editor: Don't we wish we could say that about today's passenger trains!]

"I have long wondered how caption writers could identify a nondescript train, in the distance, as Train Number So-and-so."

[Editor: Bob had already caught the Train # error, but not before the newsletter went to press. From my standpoint, it is nice to know that someone reads tis newsleeter and feels free to comment. However, no one mentioned the year '1006' from last month.

Railroad Websties: Part 3

by John Stewart

One of the oldest, and most dynamic railroad related web sites is Railroad.net (www.railroad.net).

Railroad.net was founded by member John Stewart (me) in 1996. the original intent was to provide a place to show of a collection of railroad related photos and postcards. Shortly thereafter, forums were added and Railroad.net began to take on a life of its own. The forums provided a place where people could exchange ideas and discuss topics related to their specific area of interest. Along the way, more and more historical content was added.

By 2002, the site became more than one person could handle in their spare time. In June of that year it was turned over to Chapter members Mike Roque', Otto Vondrak and Jessie Stallone. The site is now in its eleventh year and continues to grow. This is quite unusual for any website.

One of my favorite articles is one that Otto Vondrak did several years ago on the Rochester Subway. Back before he became famous. Check it out at:

<http://www.railroad.net/articles//railfannin/rochestersubway/>.

Toronto-New York City train made emergency stop on Dec. 24 in Rochester

An Amtrak passenger train carrying 131 people made an emergency stop in Rochester about 2:30 p.m. on Sunday because of an engine fire.

Passengers were asked to leave the train for a period of about ten minutes. After the fire was extinguished, they reboarded to await busses for transportation to Albany and continue any trip to New York City.

The location of stopped train was near University Avenue/Blossom Road split.

Rochester firemen, who got the call at 2:32 p.m., had the fire extinguished within minutes. They had to cut through a chain link fence to reach the fire. Emergency crews stayed on the scene for about 90 minutes.

There were no injuries. The cause of the fire is believe to be from a leak in one of the diesel fuel tanks.

Karl Abbot emailed several shots to Dave Peet. One view showed a big burn mark on the engine where the paint was burned off.



With the warm fall and early winter weather, progress continues to be made on the construction of Track #7 north of the Restoration Building. A new stone road crossing has been installed (bottom of photo), the north end of the Restoration Building filled with stone, and a portion of Track #7 has been jacked, leveled, ballasted, and tamped. Here, additional level stakes are being place by Dale Hartnett and Kurt Zobel to allow for the rest of the track to be ready for stone. We hope to complete this work soon to allow us to move down to concentrate on the installation of Switch #7. [Chris Hauf photo and caption]

A Website for local Modelers

Rochester Model Rails is hosted by Richard Senges, proprietor of Oil Creek Railroad, an HO layout depicting the oil industry around Oil Creek, Pennsylvania

The February 2007 edition has two items that may be of interest.

1. a Photo of the Rochester & Eastern Rapid Railway Algerine St. waiting station in Canandaigua. (Pg. 8)

2. Several photos about the Bath and Hammondsport Railroad, particularly structures. Also references to prior articles that appeared in *Rochester Model Rails*, which can be viewed at

Dick Bean sends info

Back early in 2006, Dick Bean sent a couple of items from a friend in Kansas. In cleaning off my computer desk (HaHa), I found his letter. Here are his enclosures:

Kansas Southern Railway

A newspaper clipping tells about two 20-year old men purchasing a 43 mile track that connects a gypsum mine in Sun City to Attica, Kansas with a connection to the Burlington Northern Santa Fe. Their only customer is the gypsum mine. The line was a remnant of the Central Kansas, established

in the late 1800s. It was for sale to someone who would tear up the rails and ship same to an overseas customer.

Stan Patterson and Cody Dodson operate their Kansas Southern Railway. Patterson is the conductor; Dodson the engineer. The pair are hoping for a long term agreement with their only customer, National Gypsum. They have a contract to purchase the line and hope to restore a 1880s-era depot.

The article does not have a date, but did mention that the duo will soon have three locomotives.

The Editor did go on Google to acquire more information. Not much, just the date that KS started operations in December, 2000.

"Silver Palace Car"

This was a copy of cover of a piece of 1868 sheet music. It is beautifully illustrated in color with a nice illustration of a Palace car for the Chicago, Fort Wayne, Pittsburgh & New York Railroad [a predecessor of the PRR?]. It is a 'song & chorus' piece, with music by H. M. Higgins and works by R. G. Hoyt, and was published by H. M. Higgins of Chicago.

Does any of our readers know about this sheet music? If so, please contact the Editor.

TRACK CAR OPERATOR TRAINING.

Training for railroad enthusiasts who wish to be Track Car Operators at the local railroad museums will commence in March 24 and continue through May 19, 2007. The schedule shows the exact dates, times, the type of training offered.

This training is required for new persons as well as experienced operators. All modelers and rail enthusiasts are welcome to share in this rewarding, fun, summertime experience. All operators should be members of either the New York Museum of Transportation or the Rochester Chapter of the National Railway Historical Society.

Experience 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 classroom training. The 'hands-on' training will consist of a minimum of at least one single direction trip with each of two track cars. To even out the attendance, we have broken the training segments (depending on the first letter of your last name) into what we hope are equal attendance portions.

If for some reason, you cannot attend your designated 'hands-on' time; call Harold Russell after March 19th at 427-9159 or E-mail at haroldrussell@juno.com.

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.

To avoid uneven attendance, we would like you to make an appointment for your 'hands-on' training. Please refer to the schedule for the available dates. To make your appointment or if you have questions, contact Harold Russell after March 19th at 427-9159 or E-mail at haroldrussell@juno.com.

All classes will be held in the NYMT Gallery. The hands-on classes will meet at the NYMT passenger loading platform. To even things out, operators for the hands-on class should plan on arriving between the scheduled start time till no later than 1.5 hours after that.

There will be no Saturday operations. TC-1 and TC-3 are repaired and up and running for the upcoming season. It is not too early to have your name entered onto the year's schedule.

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Please see www.rgvrrm.org for the complete schedule

A minimum of two hours operation with each of two track cars.

New operators should schedule their 'hands on' operating time by contacting Harold Russell, 427-9150 or [<haroldrussell@juno.com>](mailto:haroldrussell@juno.com).

* The initial refers to the first letter of the student's last name.

Rochester Chapter National Railway Historical Society
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**HAPPY
 NEW YEAR!**

Chapter Meeting & Program:
**A Tour of Three
 Railroad Museums**
 by **Harold Russell**
 7:30 PM
 Thursday, January 18, 2007
 40 & 8 Club
 933 University Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$10.00 after 1/1/2005 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke
Vice President: Robert Achilles
Treasurer: Don Wawrzyniak
Recording Secretary: Dave Peet
Correspondence Sec.: Chris Hauf
National Director: Bob Miner

Trustees: Ron Amberger, Mike Dow,
 Dave Luca, Mike Roque', Harold
 Russell, John Stewart.

The Semaphore Staff:

Editor: Gale Smith
Printing & Mailing: Bob Miner, Gale
 Smith, Jerry Gillette

Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (585) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or *.txt format, as well as a printed copy. Also can send by e-mail to: gale299@frontiernet.net. **Deadline: First Day of Each Month.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

\$3,000	\$3,000			
\$3,000	\$3,000			
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InterNet (World Wide Web) addresses:
<http://www.rochnrhs.org/>
<http://www.rgvrrm.org>