



The Semaphore

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

August 2007
Volume 49, No. 12

Program for August 16:

Three ways to ride the rails to be featured — & a night photo shoot!!!

The Chapter meeting on August 16 will include trolley rides at the NYMT. Trains will leave industry Depot starting at 6:00PM for the transfer point platform. From there, track cars will take you to NYMT for a ride on the trolley. Return train service will be provided until 8:00 PM.

For photographers, there will be a night photo session beginning around 8:30 PM. A small donation to the R&GVRRM will be requested from any photographer planning on shooting. Spectators are free! Multiple setups are being planning including setups in the R&GVRRM's new restoration building yard. Participants in the night photo session at should bring a tripod and a cable release.

As always visitors are welcome to participate in both the meeting and the photo shoot. *Chris Hauf*

End-of-Summer Picnic, Saturday, Sept. 8th

by Chris Hauf

Our End-of-Summer picnic is back for 2007 and will be held at the Rochester & Genesee Valley Railroad Museum on Saturday, September 8 starting at 1 PM.

The Chapter will provide the meat, sweet corn, salt potatoes and the beverages. We ask that you bring a dish or dessert to pass. A folding chair is also recommended as we have limited seating.

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Next Special Event:

The 2007 Diesel Days August 18 and 19.

We need:

1. Depot Guides
2. Car Hosts
3. Train Crew (Qualified conductors and brakeman)
4. Transfer Point ground crew
5. Concessions. (would like to beef up this year to increase revenue)
6. Engineers
7. Track Car Operators - see Harold Russell.

Please send me an email letting me know your preference and what days you will be available. If you can only work part of a day, let me know what hours. On train positions will be assigned on a first come, first served basis, however we try to get everyone "on board".

Contact John Stewart at rgvrr@s363.com to sign up. Email is preferred, but if you don't have email, please call (585) 704-8885 between 5 and 7 PM.

Orders have been taken for the 2007 version of the "crew shirts" which features our Plymouth locomotive on the back. A few extra may have been ordered. Contact: Chris Hauf at chauf@rochnrhs.org for availability.

Also note that the August Chapter meeting is a dry run for diesel days. It is a great chance to recruit new members.

Thanks, John Stewart

Cost is \$5 per person. Please contact Chris Hauf (chauf@rochnrhs.org; 381-8583) to sign up.

We will have the museum open and equipment operating over the museum's demonstration railroad including train rides up to the museum's restoration building for tours. This is a great opportunity to have

some fun with your family and your fellow Rochester Chapter members, and enjoy our museum. It is also a great opportunity to invite a guest or two!

For safety reasons, please keep small children very close to you at all times.

Note the vacancies waiting for volunteers to fill as operators or guides

Depot Guides Schedule

by Dave Peet

We desperately need depot guides for Diesel Days and Sundays!

Please contact Dave Peet (586-8964) if you are available, even for only part of the day!

Your President's Message:

We are in need of at least two people to serve at Depot Guides each day we have visitors. Volunteers need to be at Industry by 11 AM to open up and prepare the Museum for visitors, and plan to stay until around 5 PM to close.

This is an important role that needs to be filled.

Please don't assume someone else will call and sign up. On a recent Sunday the tour groups arrived on TCs to find a locked depot and no one there to assist them.

PLEASE contact Dave Peet at 586-8964 or email at davepeet97@frontiernet.net or myself: 359-8944 jnmk2k@frontiernet.net.

Thanks in advance for your help!!!

Jeremy Tuke, President

Track Car Operator's Schedule

by Harold Russell; haroldrussell@juno.com

Aug. 12: Tom Anderson, Ira Cohen, Gary Dittman

Diesel Days:

Aug 18: Phil McCabe, Greg Harris, Mike Murphy. **One more operator needed**

Aug. 19: Bob More, Al Emens, Kurt Zobel, Joe Werner

Aug. 26: Tom Dunham, Jay Consadine, **One more operator needed**

Sept. 2: **Three operators needed**

Sept. 9: Phil McCabe, **Two more operators needed**

Sept. 16: Al Emens, Bob Moore, **One more operator needed.**

Contributors to this issue: Jim East, Chris Hauf, Kevin Klees, Jesse Marks, Elaine Redden, John Redden, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as indicated.

LIBRARY IS CLOSED UNTIL FURTHER NOTICE

Membership Report

*Jessica Stallone, Chair
membership@rochnrhs.org*

New member:

Michael A Young, MD and Shirley M Kessler

50 Fox Hill Drive
Fairport, NY 14450
585.377.4638

Michael is interested in trips.

Renewed member:

George Shaw
1700 Jackson Rd
Penfield, NY 14526-1230

Address Correction:

Luther reported that his address was incorrect on his *The Semaphore*.

Luther Brefo
15 Alfie Drive
Rochester, NY 14623-3601

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

Additional Thanks for Work on the Tioga Trip

by John Redden

In last month's *The Semaphore*, your author omitted at least a couple of people who helped us to prepare for the trip.

Mike Roque' assisted with a nice advertisement on the Chapter Website, with a page that included a photo and described the various details about the trip.

And Otto Vondrak produced very professional artwork for the flyers that we handed out at various trainshows, hobby shops, and meetings.

Mike's and Otto's efforts were both timely and of high quality, and we wish to thank them both, for their work on behalf of the Tioga Central Trip Committee.

Diesel Days History Attendance

Jesse Marks has compiled the attendance of previous Diesel Days events. This graph is on Page 5. Year 2003 was the banner year, with over 1000 visitors; wonder what was the reason.

Warners to Celebrate Their 50th Anniversary

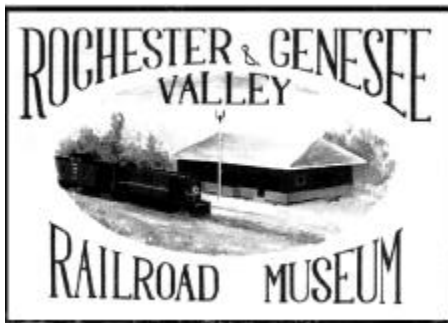
by John Redden

On August 24th, Rand and Marge Warner celebrate their fiftieth wedding anniversary. They were high school sweethearts in Gloversville NY, and later moved to the Rochester area in the late 1950s. They raised three children here. After a long and successful career at Kodak, Rand retired in the early 1990s.

Both Rand and Marge have been very active in their church, as well as very active volunteers in the Rochester Chapter for most of the past fifty years.

Congratulations and best wishes to Marge and Rand, as they celebrate fifty years together. *[Photo by Elaine Redden]*





Motive Power report

by Kevin Klees

Our intrepid Motive Power Foreman John Redden is exploring Alaska with his Wife Elaine this month so I am filling in for this report.

Plymouth Gasoline Locomotive

During July Plymouth Locomotive #1 took its first road trip after the mechanical restoration. To be able to get Diesel Locomotive #1941 into the restoration building the Plymouth moved under its own power to siding #7 so #1941 could be switched into the south end of the track in the Northeast corner of the building. The Plymouth rode very smoothly with no sideways sway or front to back pitching. Seems like all the effort to replace pedestal liners and axle thrust bearings was worth it. The drive chain definitely gives loud audio feedback that you are in motion. Operators with a good musical background may be able to tell the track speed from the pitch of the chain noise. The Plymouth is now "first out" just inside the NE door.

Additional work performed on the Plymouth in July included the installation of the electrical fuse box and most of the control wiring. Additional wiring will be installed for the marker and head lights. A new seal has been installed on the large drive wheel shaft to reduce the grease that has been flying out and lubricating nearby observers.

Fabrication of a yoke and saddle for the bell is progressing. The large vertical band saw in the machine shop has really come in handy cutting the saddle out of 3/8" thick steel plate. Additional pieces including a base have been welded onto the saddle. After a little more filing and painting these parts will be ready for assembly.

The small dump car was moved partly by manpower and partly by the tamper from track 2 in the lower yard to track 7 in the upper yard where it will be employed as the test car for our Plymouth.

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

Diesel Locomotives

July 2007 was the first time that any of the Diesel locomotives was placed in the restoration building to be worked on. After switching the Plymouth out of the way, #1941 entered the building for some careful attention. While #1941 was outside work was slowed by weather and the need to keep it secure. Now that these limitations have been surmounted progress has already accelerated. The team of Luther Brefo, Joe Nugent and others have already been cleaning up the coupler cut levers and other parts prior to painting. A source of new inline fuel filters has been found; these will replace the original ones that are too dirty to be reused. These filters are installed on the fuel line leading to each injector. Several cracked glass window panes have also been removed for measurements so replacements can be obtained.

Chris Hauf has been checking and cleaning the traction motors on EK 9 in preparation for operation. Chris is also planning a magnetic mounting system to hold new replica builders plates onto the side of the cab while operating #9.

Hi-Rail Truck

Since it will spent at least some of its time on the rails the Hi-Rail truck is being considered as motive power. Jim Dunnington has done an outstanding job of removing the rotted out tool chests on the GVT Hi-Rail truck and installing and painting replacement boxes. It is now nearly ready to be put into service for use by our track gang. Thanks Jim!

Steam Locomotives

This report comes direct from China courtesy of Ron Amberger:

"This month I visited two steam locomotive museums here in China. One was the Tiafa Steam locomotive museum and locomotive exhibition hall. Here I viewed and photographed the steam loco interpretive museum which is very well done with lots of artifacts from steam locomotives, photographs of locomotives and one locomotive with access stairs to the cab. The steam exhibition hall holds seventeen locomotives in three classes, SY, JS and KD-6 (American built). These engines are all maintained in serviceable condition and I was told that in

four hours any one of them can be steamed (for a price). Since the museum is operated by an operating railroad, the Tiafa Coal Mine Railroad, they let me view the steam loco repair shop and machine shop. I got to see them start up an SY just out of the shop and take it for a test run. In this museum, all explanatory texts are bi-lingual. Another feature of this museum is that they have built a scale model of an SY that is 760mm gauge. It is oil fired and the cab can accommodate an engineer and a fireman. It operates on its own rails which disappeared into the distance so I could not tell exactly how long it was. This engine can be rented for a steam locomotive experience too. The price is less than that for renting a full size loco. Tour groups can rent a full size loco of their choice along with a train that consists of a restored South Manchuria Railway hard seat coach, and a lunch car converted from a SMR hard coach.

"I was honored to be the first "foreigner" to visit the new Shenyang Locomotive Museum. This museum is not opened to the public yet so I got the preview. This collection which has been in storage for three years now, is familiar to the foreign fan who has visited Shenyang any time in the past twenty years. Hopefully the collection will now stand still in this its third location over the decades. This collection is interesting in that it contains mostly engines that were imported into China. The collection was deliberately put together when steam was plentiful in China. It was to lure foreign fans to visit Shenyang. Originally outdoors (not good) the present building is in the form of a roundhouse (stylized) and indoors. The locos have been cosmetically restored in a shop and painted up with new boiler jacketing. The original boiler jackets had rusted out after many years of outdoor storage. The museum is slated to open in the fall of this year. There are many scale model locomotives in this collection, but these were not on display at the time of my visit because the cases were just being installed. The downside of this museum is that texts are in Chinese only so bring your interpreter."

Thanks to Ron Amberger and Norm Shaddick for their inputs to this report.

ANNIVERSARY

by Rand Warner

2007 is the **70th** anniversary year for our Rochester chapter of National Railway Historical Society. We were formed in 1937 as the fifth Chapter in National to be organized. As one of the other earlier chapters has dissolved, we are now the 4th oldest Chapter; out of the 100+ Chapters worldwide.

Cause for Celebration!

Track Department

by Rand Warner

R&GVRM End:

Rehab of Switch #4 in the Depot area is virtually complete. Re-ballasting is now in work by Mike Roque', Jessica Stallone, Luther Befro & Co.

Strengthening of track in the vicinity of Switch #5 is also in work by the same gang.

NYMT End

Bob Achilles, Tony Mittiga and Dick Holbert have been installing additional new main line ties between Giles Crossing and the Loop Switch.

Tie replacement will continue southward until the most recently acquired tie stock is exhausted.

Salvage-Salvage-Salvage

by Rand Warner

Jeremy Tuke, Dave Luca, and Chris Hauf with advice and consul from Joe Scanlon and Art Mummery, are spearheading a major museum salvage operation.

Excess equipment, supplies and parts are being carefully evaluated and marked for proper disposition.

Scott Gleason, Dan Waterstraat, Charlie Harshbarger, Bill Blaesi, Rand Warner, Rick Israelson, Dale Hartnett, Lynn Heintz, Bob Mader and others; along with Jeremy, Dave and Chris are doing the hands on to make it happen.

Contractors and vendors have also assisted us with dismantling and delivery of scrap to scarp yards.

This is a large effort and will yield large dividends:

- Turn junk into cash
- Free up needed space
- Clear ROW for new siding
- Improve appearance
- Eliminate unnecessary projects
- Eliminate various kinds of hazards

Creative Fund Raisers

by Rand Warner

Lynn Heintz has resold our old John Deere lawn tractor for a \$50.00 profit to be applied to restoration parts for our Railway Express Agency truck.

Lynn also found a home for left over roofing we had on hand.

And he is selling surplus industrial steel shelving he owned, for funds for the REA truck work.

And you've probably seen the nice HO Pennsy hoppers he had made to raise money for our own Penny hopper car restoration.

Traction Action

by Rand Warner

Philadelphia & Western Car #161 was run out of the carbarn under power, to be on display for the July 15th Trolley Days at NYMT.

P&W Card #161 should be on test runs by the time you read this.

Charlie Lowe and Bob Achilles now have down guys installed on about a dozen more poles, starting from Giles Crossing.

Rand Warner has single-rail bonding completed from Giles Crossing to the loop switch, where it joins previously installed rail bonded track almost to Reids Crossing. We will now start double-bonding on this same section of track.

Dick Holbert has supervised installation of cross straps and frog jumpers in the Loop Switch area by a local vendor.

Jim Johnson and Scott Gleason are putting up a lightning arrestor and ground rods in the loop switch area.

We hope to have some extended overhead operational by the end of the season.

Safety & Security

by Rand Warner

After many years of relative peace and quiet at our Museum, we have suddenly had a spate of incidents; including theft, damage and sabotage.

We can all help: by stopping by the Museum and looking around anytime we are in the area - day or night - weekday or weekend.

New Yard and Barn Tracks in Use

by Rand Warner

As you have already read, our Plymouth critter has already been out of the shop on Track #8 a couple times under its own power.

RG&E #1941 45-ton center cab switcher has been moved into the Restoration Building on Track #8 for completion of rehab by Joe Nugent, Luther Befro, John Redden and others. We hope to see it emerge under its own power by fall.

The new trackage yield MANY benefits, including:

- Better able to stage trains for events
- Improve Depot area appearance
- Improve visitor operations
- Improve track car operations
- Organize and store equipment neatly
- Scheduled loco and car maintenance
- Scheduled track car and MOW equipment work.

We hope to get the Burro crane out of the shop and into service soon.

We also want to do sheet metal welding and cutting on Trolley #60 outdoors if we can get it moved outside.

The next loco into the shop may be EKC #6 for brake work and paint work

Our new capabilities are a great improvement.

Returnable cans can help Steam Fund

You can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredden@frontiernet.net.

Visit our Websites for color!

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

Past and current issues of *The Semaphore* are on <rochnrhs.org>

Sterling Junction Tower

by Rand Warner

A dedicated bunch of guys from the Sterling Historical Society has done a great job of getting the former Sterling Junction tower moved onto the museum grounds from nearby Sterling P.O. It now sets on a new concrete slab looking really fine.

This tower was at the junction crossing of the NYC Hojack line and the Lehigh Valley RR line to the coal docks at Fair Haven.

The tower has been re-glazed, re-roofed and re-painted inside and out. New doors have been made for the bottom and the stairway to the top is being rebuilt.

What they really need now are interior and exterior artifacts to show how it really worked—especially signals and signal mechanisms.

Can we all help?

Shows, etc.

Aug. 8-11: Pageant of Steam. About five miles east of Canadaigua on Gehan Road, Hopewell, off of Routes 5 & 20. Note an extra day has been added, BUT no Sunday hours. Hours are 8 am to 8 pm. Features: antique tractors, steam traction and stationery engines, sawmill, threshing, flea market. Visit www.pageantofsteam.org.

Oct. 20: Fall trip on Amtrak and Adirondack Railroad scheduled for Saturday, Oct. 20 [*The Green Block*, March 2007]

Sept. 21, 22 & 23: *Finger Lakes Live Steamers Open House*. Exit at Exit 42 on the Thruway to NYS Route 318 East. Just as you pass the Outlet Mall, turn north on Whiskey Hill Road for about five miles.

Library Report

Charles Robinson, Chairman

The library remains closed as the preparations for moving have crowded the building in Webster. The large accumulation of filled boxes of books and disassembled bookcases will be moved during the first part of August. This will be a time consuming but most important task for John Stewart and his volunteers.

Bob Miner, Gale Smith and the library chairman have gone over and listed all the miscellaneous items in the library and have formulated a plan to deal with them.

The library staff plus the extra volunteers that come out to help are in the process of dealing with this little stuff that is stuck all around the library. Don Schilling has accomplished a commendable contribution by coming to the library to deal with the historian's file cabinet. The contents of the file has been removed, and clearly organized for boxing and the unnecessary items have been eliminated. This makes boxing of these items by the library staff more easy and efficient.

We are grateful for Ben Vernille's willingness to come to the library as an extra hand to help out. He has listed and boxed up surplus Railroad and Rail Stories magazines between 1934 and 1954 that will be disposed of by the Chapter. These are the old pulp magazines that preceded the current slick Railroad and Railfan magazines of today. Many of them are turning brown but these are rare issues. There are other surplus magazines that will be treated in the same manner.

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In our evaluation of what is in the library, we ran across some large items that need to be removed. There is an 8 foot step ladder that was used in maintaining the rail car set when it was still in Webster. There is a highly useful Kodak slide projector that focuses the slide image on the screen on this projector like a TV. The chapter should keep this. There are literally boxes and boxes of empty 80 slide carousels that are surplus that should be given away to members desiring them. There are miscellaneous railroad maps including track maps that need to be given to members that want them. There are rolls of Geodetic Survey maps of Indiana, Pennsylvania, Ohio, Michigan and Illinois up for grabs. Another bulky item is the many large railroad accounting journals that record station transactions and other railroad accounting. The library staff will go over these but if not promising we will throw them away. And it goes on and on.

We are indeed thankful for the help we are getting in dealing with this library problem and the willingness of those whom we have contacted to come and help. The library chairman will be away for most of August and the first week in September and it is expected that no progress during this time will occur in dealing with boxing the library's contents. It will be necessary because of furnace problems to finish off preparing the library's contents for the move before the end of November. That is a tough challenge.

Railroad Web Sites

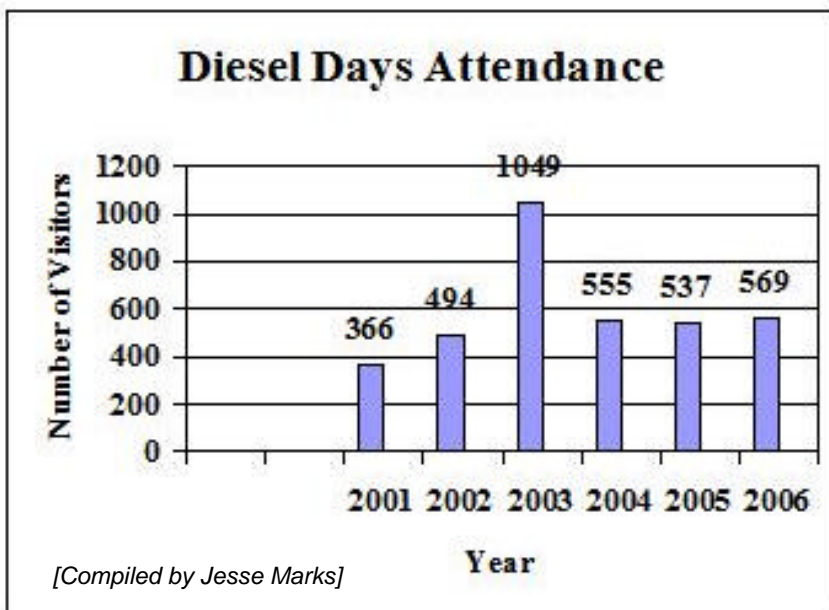
by John Stewart

I am always on the lookout for interesting rail related web sites, and last week I came across another winner.

This month's site is called the "Dansville & Mount Morris, Genesee & Wyoming and Rochester & Southern all time roster and surviving locomotive pages". The title is a mouthful, but it pretty says it all.

The site is run by Scott Lawrence, aka Scotty Chaos. The D&MM and G&W sections are well on their way, and the R&S section is under construction. You can find these pages at: <http://gold.mylargescale.com/Scottychaos/GW/index.html>.

Take a minute to visit Scott's site. There is a link on the site to contact Scott if you



Plan on attending the "End of Summer" picnic at the Depot on Saturday, Sept. 8. Details on Page 1.

The NYMT hosted Trolley Day on Sunday, July 15th

Original by Dick Holbert

Activities included:

Rides on Car 168 at 05, 25 and 45 after each hour from 11:05 to 4:45. (Car 168 now operates on this schedule every Sunday until the end of October)

The regular track car rides to the RGVRRM operated on the usual Sunday 30 minute schedule.

Car 161 was parked for viewing and photos near the track car boarding area.

There were 20-minute slide talks and tours throughout the afternoon, timed to give visitors time to either return from their track car trip or get to their scheduled ride. Sheldon King covered Rochester city streetcars, Jim Dierks presented the "Interurban Era" show (about the R&E), and lead a guided tour. The talks were in the gallery, and the tours started there; all were announced over the PA. The plan was as follows:

Tour included a look at and explanation of the trolley power substation and overhead wire structures and how trolleys work. Also, a look inside Car 161 with an explanation of its history and the restoration work done.

More NYC Shays!

by John Stewart

Bob Fitch sent along this photo of NYC Shay 1789, which was taken in Central New York sometime in early August, 1944. The roster I had says it was scrapped in May of 1944, but here it is. Just goes to show, that if "ain't over till it's over".

Further checking found another reference to the same engine in Auburn, NY. Take a look at the following web page:

<http://www.railarchive.com/nycollection/nyc7189.htm>

(This shot is different than most in that it highlights the "rear-end" or tender.)



R&GVRRM receives grant for 1941

by Chris Hauf

The Rochester & Genesee Valley Railroad Museum has received a grant from the Amherst Railway Society to help the museum complete the restoration of Rochester Gas & Electric GE 45-tonner 1941. Chris Hauf wrote and submitted the application on behalf of the R&GVRRM. The \$550.00 grant will pay for the paint and supplies necessary to complete the exterior cosmetic restoration of 1941 which now resides on Track #8 INSIDE the Restoration Building. The engine was run into the building in early July, although it was running on one primer mover. Work on the rebuild of the second prime mover continues and grows ever closer

to completion. The museum hopes to complete both cosmetic and mechanical restoration this summer and fall, and this grant will certainly help. Is there anyone out there that would like to match it to help defray some of the other restoration costs the museum has already experienced?

The R&GV Railroad Museum and the Rochester Chapter NRHS would also like to take this opportunity to thank the members of the Amherst Railway Society for their generosity and their continued support of the railroad preservation community through their grant program!



RG&E 1941 rests INSIDE of the R&GVRRM's Restoration Building on Track #8 which was partially installed into the building to first allow the Ply;mouth access to the museum's railroad and second give the R&GVRRM some more track space inside the building. This is where the pit will eventually be installed, but the museum continues to seek donations to its capital fund raising campaign, "Building Tracks to the Future ..." to make that install possible. [Caption and photo by Chris Hauf]

Travel to the New York State Fair by TRAIN!

Take Amtrak to the Fair and Save! Take the Fair Express right to the Fairgrounds and save big bucks. Call 1-800-USARAIL or visit www.amtrak.com for details.

The NYS Fair runs from August 23 to September 3 in Syracuse.

(If I remember correctly, western New Yorkers have a better selection of trains to go and come from the Fair on the same day.)

NYMT has flyer to inform visitors of their concerns

Jim Dierks has made flyer regarding NYMT's situation with water/sewer and their future property issues. The flyer encourages visitors to contact Senator James Alesi and Assemblymember Susan John to help NYMT.

As you are probably aware, BOCES will be shutting down and closing their facility. NYMT's museum is housed in the former cow barn which is leased from BOCES. It is critical for NYMT's future to ensure that they may retain their collection and operations.

Since R&GVRM works with NYMT, and has common objectives, (such as sharing a 1.8 mile connecting railroad) it is vital that NYMT can remain and continue to grow and serve the interested public.

These flyers can be picked up at the ticket desk at NYMT.

Fort Drum rail cars roll and crashed in to CSX train

On Monday, 23 July, two run-away cars of an Army train from Fort Drum rolled about eight miles before crashing into a CSX maintenance train; derailing causing a small propane fire that prompted an evacuation.

One CSX worker suffered a sprained ankle running from the accident, which happened just after 9 am and forced the temporary closure of Interstate 81 between Exits 46 and 48.

The cars, loaded with military equipment, was believed to be going about 40 to 45 mph.

The cause of the train cars breaking free is being investigated.

[*Democrat & Chronicle*, July 24, 2007]

Congress passes bill to reroute hazardous rail shipments

Freight trains carrying hazardous chemicals could be required to avoid densely populated areas in favor of more rural routes under provision of a Homeland Security bill that Congress passed July 27.

The legislation does not spell out which routes would be deemed safe. This is left for the U.S. Department of Transportation to decide. However, communities on the "safest" routes are not likely to want the shipments either.

President Bush is expected to sign the bill into law. Once signed each rail carrier of hazardous has nine months to identify the safest routes. [*American Rail Link*, Issue 316]

FALL FOLIAGE TOUR BY RAIL TO LANCASTER PA & THE AMISH COUNTRY

Departs: FRIDAY MORNING OCTOBER 19

Returns: MONDAY EVENING OCTOBER 22, 2007. (4 Days, 3 Nights)

DOUBLE OCCUPANCY PER PERSON: \$845.00,

TRIPLE OCCUPANCY \$790.00

and Single space \$1017.00.

Departing Rochester NY Amtrak Station, Friday morning October 19, 2007 at 5:47 AM on Amtrak train #280 *The Mohawk*. We are scheduled to arrive in New York City at 12:25 PM and transfer to Amtrak train #647 departing at 2:11 PM and arriving in Lancaster at 4:51 PM. We will transfer by bus to Good n' Plenty Restaurant for their famous family style dinner included in trip. We will then transfer by bus the short distance to the Hawthorne Inn and Suites where we will spend 3 nights. Breakfast buffet is included each morning at the Hawthorne Inn and Suites, an AAA 3-diamond property.

Saturday we will depart the hotel at 9:00 AM for our tour of the Amish country side and farmlands. A local professional tour guide will be with our group on Saturday and Sunday during the day. We will be stopping at the Amish Quilt and Craft Shop. Lunch will be available at the Kitchen Kettle Village. We will arrive at 2:00 PM at the Strasburg Railroad for our tourist train ride and a visit to the train museum. We will return to our hotel at 5:00 PM to relax before departing for the Dutch Apple Dinner Theatre at 6:30 PM for dinner & the show "Cabaret" which are included in the tour. After the show we will return to our hotel.

Sunday after our breakfast buffet we will depart for Hershey PA and the chocolate town trolley tour. We are scheduled to be Founders Hall at 10:00 AM. Lunch will be available at Chocolate World. After lunch we will visit the Antique Automobile Club of America before returning to our hotel at 4:00 PM. We are scheduled for a family style dinner at Harvest View Family Restaurant at 6:00PM included in the tour. After dinner we will return to our hotel.

Monday morning after breakfast, we will depart the hotel at 8:30 AM for our 9:33 AM departure of Amtrak train #644 arriving in NYC at 12:19 PM. We will transfer in New York Penn Station to train #285 departing at 1:45 PM & arriving in Rochester's Amtrak Station at 8:25 PM. Our group will be in a reserved section of an Amtrak coach on all trains.

The escorted trip includes round trip Rochester-Lancaster-Rochester in a reserved section of an Amtrak coach. 3 nights in the Hawthorne Inn and Suites, Amtrak rail fare, 3 buffet breakfasts, 2 dinners, Dinner and Cabaret Show, tourist railway trip, guide and motor coach drivers tip, tours in Hershey PA, baggage handling and taxes,

INFORMATION AND RESERVATIONS CALL: 585-377-5389

(As of this writing, one Chapter couple has signed up. Just ten spaces remain for this trip!)

Adirondack Scenic Fall Rail Photography Weekend, Sept. 29 and 30

This is their first-ever FALL photography special, including train photo opportunities on both days. Price includes Saturday's celebration train, evening slide show. Sunday, ride special photo trains begging at 8 am. Tickets for this event are limited and are \$50 per person for the weekend in advance, \$65 at the gate, if available. Info: Tom Trencansky, <publicity@newyorkrailroads.com> 607-351-1360. Order tickets directly from the Adirondack Scenic Railroad at 1-877-508-6728. [*American Rail Link*, Issue 316]

Tidbits ...

... Richard Senges' *Rochester Model Rails* is back on line. Contains an interesting "Memories" article by Gordon Fewster with some photos of the Wayneport coaling station. He states that more are available on the Internet at <http://gelwood,railfan.net/nyc/nyc.html>; scroll down through the structures section to Coaling Facility Wayneport.

... Rick Israelson found a great photo of a trio of "diamonds", which he is interested in (rail, of course), in a place called Ohio City. John Redden told him that was my former locale. Now I've become interested in this area -- again.

Rochester Chapter National Railway Historical Society
The Semaphore
 P.O. Box 23326
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Chapter Meeting & Program:
**Dry Run of
 Equipment for
 Diesel Days — AND
 Night Photo Shoot**
August 16, 2007
Industry Depot
NYS Route 251

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:

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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: (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			
\$3,000				
\$3,000				
\$3,000				

Rochester Chapter, National Railway Historical Society
in cooperation with the
New York Museum of Transportation
Announce ...



Diesel Days 2007
August 18th & 19th

The museums highlight the diesel locomotive during this two day celebration of diesel locomotives.

Six operating diesels from a small 45-ton yard engine to large 1000- and 1200-horsepower road-switchers are in the collection, and several will be in operation, giving locomotive and caboose rides.

Public admission costs:

Adults \$8 - Seniors \$7 - Children (3-15) \$5

Tours begin at the New York Museum of Transportation -
6393 East River Road

For more information visit: <http://www.rgvrrm.org>

Tell your family & friends!