



The Semaphore

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

January 2001
Volume 43, No. 5

Program for January 18:

A Canadian View-point

by Ted Rafuse

Ted Rafuse visited our Chapter last year when he did a book signing of his then recently published "Coal to Canada" book.

For those of us who were present at that signing, we enjoyed conversing with a vibrant and enthusiastic railfan and historian.

He has not informed the Program Committee of his topic, but from our prior exposure, the program should be an interesting one.

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.

Library Hours

2 to 5 PM

Sunday, January 21

Library Phone: 872-4641

A Reminder

The Chapter's address has been changed. The old PO Box was closed several months ago. Mail still keeps coming there and forwarding to our new box will soon expire! It is now:

**P.O. Box 23326
Rochester, NY 14692-3326**

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.

Looking Ahead to 2001

Be a part of the future !!

What would YOU like to see your Museum become?

Let us know YOUR thoughts and visions of what could be.

Get involved to help make it happen—be proactive.

Be a volunteer or sponsor or supporter or proponent.

We can all benefit from any possible type of skill you have.

Where would YOU like to see us going in 2001 and beyond?

Bite off a piece and get started on it.

We offer a whole smorgasbord of indoor and outdoor, up front and behind-the-scenes, leader and follower, proactive and passive activities to help out.

Each new active volunteer really does make a very noticeable impact.

Every new volunteer brings new skills new information, new perspectives and new possibilities for a better future.

The benefits to you include fun, fellowship, accomplishment, satisfaction, learning, individual and team participation, and being part of something bigger than you are—to leave to your kids and grandads after you've had the fun of creating it and enjoying it.

Extremes of Excitement

Over the last 30 years, we have had some real high points of Chapter & Museum excitement.

Beginning restoration of the Depot in late 1969.

Taking ownership of the Depot in 1971.

Starting first side track construction in 1977.

Moving in B&O caboose in 1978.

Getting permission for our entrance switch at LA&L RR and installing it in 1981.

Acquiring our fist locomotive, EK #6, from KPRR in 1981.

Moving in our EK loco and the B&O baggage car by rail in 1981.

Excavating for our main line hill in 1985.

Putting in our concrete abutment at the top of the hill in 1987.

Reaching the top of the hill with tracks in

Blitz Program

Coordinator: John Redden

The concept and rationale for the once-a-month, Saturday morning Blitz Project was discussed in the November *The Semaphore*.

As chosen at our Operations & Volunteers Meeting on Thurs., Dec. 4, the January 2001 Blitz Project will be held on Saturday morning, January 13, and will be the interior clean out of our Pennsy RPO car.

At this time, the RPO car is a repository for many stored items which either: a) should not be in storage, b) should be in use or more accessible, or c) belong in some other storage or dedicated location.

By emptying out the RPO car, we free up the potential to use the car for an active display car for the public, or an active support car to our Excursion Train Set.

In the event of heavy snow or very bad weather which precludes work at the RPO car; our back-up project will be the Erie Stillwell coach: to remove the interior storage room walls to return the car to a regular coach configuration, prepare the ceilings for new panels, and begin preparations for installing seats from our Pittsburgh salvage trip.

If the January Blitz Project for the Pennsy RPO car is successful, then the February Blitz Project for Saturday morning, Feb. 10th will be the Erie Stillwell coach.

1988.

Moving in the basics of our collection of locos, passenger and freight cars and MOW equipment in 1992.

Running trains to NYMT in 1995.

25th Anniversary and ground breaking for Restoration Building in 1996.

Erection of new building in 1997.

First trolley operation in 1998 with substation and tether cord at NYMT.

Overhead wiring project with NYMT and first trolley operation under wire in 2000.

Some Future Events for Extreme Excitement:

Steam locomotive operation

Land acquisition and track expansion on west side of LA&L RR.

Doodle bug operation.

Trolley freight operation.

Development committee

Chairman: *Jeremy Tuke*

Planned Giving Article published in November *The Semaphore*.

Designated Giving Application for current or future planned giving included in December *The Semaphore*.

Detailed estimates for Major Restorations and Capital Projects being developed to guide fund raising program.

Charity Auction fund raiser campaign being developed by Dale Hartnett for donation of your car, boat, RV, etc. Details to come.

R&GV RM project sweatshirts and T-shirts designed and procured by Chris Hauf. Profits go to designated restoration funds, i.e. STEAM FUND.

Fall Picnic and Year-End Party profits being directed to STEAM FUND via efforts of Rand Warner.

Proceeds from auction sale of 1984 Chevy Suburban "Shop Switcher" donated to Trolley #60 Fund by Rand Warner.

Proceeds of excursion train trip on Tioga Central, chaired by John Redden, donated to STEAM FUND.

\$500 donated towards restoration of Railway Express truck by Mr. and Mrs. Harvey Simmons.

\$5000 donated towards new floor for Restoration Building by Robert McKnight.

Money pledged towards RL&B Trolley #206 underbody details by John Weber and Bernie Cubitt.

Money pledged towards Plymouth loco rehab mechanical work by Kevin Klees.

Jeremy Tuke is soliciting project plans and funds requests from R&GV RM project foremen and functional area leaders.

Don Shilling is spearheading a campaign to develop funds to install a complete concrete floor in the Restoration Facility.

Dick Bean is pursuing grants and outside assistance to help with restoration of REA Express truck.

Mike Byrne continues to host our "Railroader's Wall of Fame" display with over \$5000 proceeds going to General Fund.

Jeremy Tuke continues to collect and monitor intake from our several collection boxes placed at exhibit areas. The boxes were made by Dan Waterstraat.

Dave Luca and Jan Dittmer continue to recycle returnable-for-deposit containers and so far have raised well over \$5000 for the STEAM FUND.

Dave Luca has established an Escrow

Our Sympathy

Bonnie Glickman

Benarta "Bonnie" Glickman passed away on January 1. She was an active and visible member of the Rochester Chapter for many years.

Early in the 1990's, Bonnie took a dedicated interest in searching for a suitable space for our Library and served as the Librarian. Many proposals were considered before the acquisition of the twin cabooses in Webster that now houses our Library.

She also spearheaded the 're-skinning' of the Erie Stillwell coach by coming forth with a challenge grant to be matched by other contributions to purchase panels of steel to replace rusted-out ones through the "Partners in Panels" campaign.

She also painted the B&O turntable.

She was well versed in railroading and railroads, and had travelled widely throughout the USA on and in search of railroads and railroad history.

Bonnie enjoyed our many Chapter activities including the Library, Trips, Museum, Newsletter and Publications.

She was a Biology Professor at Monroe Community College for over 25 years and was liked by her students. She was also active and contributing in many other organization, including wildlife, conservation, history, environmental, audubon and gardening.

Bonnie will be missed for her wit, her wisdom, her knowledge and her zest for life; but most of all she will be missed for her potential had she lived.

She is survived by a brother, Phillip, to which we extend our sincere sympathy for a dedicated chapter member.

A Memorial Service will be held at MCC Auditorium on January 21 from 1:30 to 3:00 PM.

Fund to replace the Depot roof which is now over 20 years old since the first time we replaced it.

Dave Luca and Rand Warner have established a Lands Escrow Fund to be applied to legal work, surveys, and other expenses related to our acquisition of additional land use permits, rights-of-way, easements, etc. in conjunction with developing our Four Quadrants Vision.

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

The following are to be voted in at the January meeting. A hearty welcome to:

Gerry D. Stevenson

541 E. Main St., Apt B-11

Batavia, NY 14020

343-4031

Interested in Model Railroading; a devoted steam locomotive fan

Thomas F. Judson, Jr.

1752 Murray Road

Victor, NY 14564

924-3760

Interested in Historical Construction Equipment.

Renewals Status:

As of Dec. 31, 102 renewals were received including 20 family. Of the added contributions: there was \$1435 for the local chapter and \$50 for the National.

Please make the following changes to your Membership Roster:

Address Changes:

Bill Mittak

98 Catherine St

Lyons, NY 14489

315-946-4759

Jim Cleveland

Box 862

Nunda, NY 14517

Patrick Sofin and Sara Phoenix

1779 Wells Branch Pkwy. 110B-322

Austin, TX 78728

SaraPhoenix@hotmail.com

New e-mail addresses:

Gerald Betroldo

jbetroldo@agway.com

David Abbell

dsabell@gateway.net

Roy Kiggins

fkiggins@dor.org

Joy and Jim Lethbridge

jimleth@in.netcom.com

John Heyneman

315-589-3672

johnkris@primenet.com

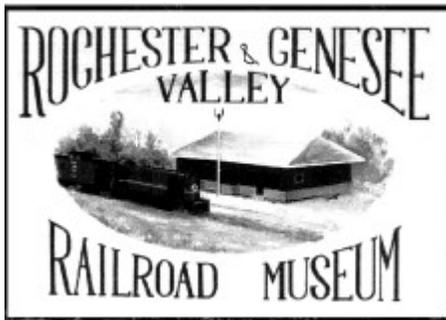
For your reference, Beth Krueger, our Membership Chair, address is:

Beth Krueger

3607 Greystone Dr., Apt. 2123

Austin, TX 78731

512-527-0119



Rand Warner, Director, 425-8587

System Approach To Restoration Equipment

Chris Hauf has developed a new concept of a System Approach to enablement of restoration activities.

This concept involves looking at the major technical components of restoring our various types of artifacts—both railroad and construction—and then identifying what systems of capabilities are needed to empower and enable our volunteers to be successful restorers.

To date, we have identified the following systems:

- ? Painting System
- ? Sand blasting System
- ? Scaffolding System
- ? Welding System
- ? Metalworking System
- ? Woodworking System
- ? Power Supply System

An example of an applied system would be our Welding System where we have to date acquired a MIG welder, PLASMA cutter, AC welder, generator, air supply, water supply, goggles, face masks, electrodes, rods, training and supplies. This system is now in the implementation phase and will have widespread payoffs.

Next month, we'll discuss another system.

Picture This

A Winter Spectacular

NYMT Snow Sweeper #C-130 in action, kicking up a real blizzard under live wire.

Our WAG wooden snow plow pushing a rolling plume of snow ahead of it.

Our TrackMobile plow cleaning up the sidings.

Our KPRR Snow Sweeper cleaning out the swatches.

And a diesel with a pilot plow.

Moving to the Next Level

Rand Warner

Dale Hartnett has developed a new concept of "Moving to the Next Level", which he shared with us at our Operations & Volunteer meeting of Thursday, December 14th.

Basically, it involves looking at your different activities, efforts, projects, or programs; and then for each one, identifying the next logical step of progress, what is the biggest obstacle to that progress, and who is going to do that which is required to remove the obstacle.

We went through a number of our R&GV RM projects and applied the process with Dale's guidance. This process approach should yield many benefits to our volunteers, our projects, and our visitors — both now and in the future.

We thank Dale for this new perspective and insight, and we look forward to its many potential payoffs as we continue its implementation.

Safety Committee

Chairman: John Redden

Our Safety Committee continues to grow in scope and in membership, and now covers a broad range of safety areas:

Railroad Equipment - John Redden

Construction Equipment - Art Mummery

Property Protection - Steve Huse

First Aid Training - Mike Byrne and Dave Hulings

Electrical Safety - Jim Johnson

Fire Code Compliance - Gary Jurkowski

The above committee members strive to keep us on our toes, informed, trained, and adequately supported with necessary equipment and procedures.

Please give them your full cooperation and advise them of any safety concerns or issues you see.

NRHS National Convention Schedule

2001 Convention will be held in St. Louis June 19-23. Three mainline excursions are planned, possibly two with steam

2002 Convention will be held in Williams, Arizona where the Grand Canyon RR will be at least one of the several planned trips.

Basic RailCamp 2001 Deadline

The deadline for reserving a space for either the July 22-28 or August 12-18 camps is February 1. The tuition cost is \$550.00

Pittsburgh Road Trip

Rand Warner

Thanks to Tom Webster, Ira Cohen, Jeremy Tuke, Jim Moore, Steve Huse and Rand Warner, we had a very successful salvage operation at Pittsburgh Nov. 30 thru Dec. 3.

This effort netted us a complete set of car seats and cushions, usable for our Erie Stillwell coach, along with light fixtures door hardware and many other items.

We also got spare parts for our E-L MU Power car, including horns, steps, fans, light fixtures, ceiling panels and other items.

Our Rochester, Lockport and Buffalo interurban #206 will benefit from an air tank and resistor grid, possibly seats, and a full set of baggage racks.

We also obtained hand railings, grab rails and grill work for passenger cars.

Thanks to Steve Huse for the "Trials & Tribulations" of arranging for our rental van truck to transport all the goodies home.

We expect to make a real fun weekend out of our return trip in the Spring to secure additional parts.

Storage

Coordinator: Jeremy Tuke

Progress: Jeremy Tuke is using our Ford forklift to rearrange materials stored outside the Restoration Facility.

Joe Scanlon has procured six storage trailers based upon Board of Trustees authorization. Four have been delivered to date. One is in use, and one will be delivered to Webster to support our Excursion Train set. Another one will be used for our R&GV RM/NYMT trolley substation.

Art Mummery and Dave Knab have relocated three storage trailers out of our Depot parking lot area.

Jeremy Tuke is developing a Master Storage Plan layout, using our site plan drawn up by John Weber.

Plans: Relocate remaining trailers out of Depot parking lot to accommodate parking for Year-End Party.

Relocate all trailers on to our easement area.

Complete first draft of Master Storage Plan and distribute for review.

Begin rearrangements to improve working space in Restoration Facility by relocation of stored items to storage trailers and other inside and outside areas.

Assign storage trailers for dedicated storage space for functional areas and purposes.

Communications, Signals, Power and Line

Supt. Neil Bellenger

Progress: For use in the new-to-us Chevy C-70 diesel bucket truck with telescopic boom has been donated and delivered by RG&E through arrangements by Scott Gleason and Bob Polka.

A new overhead power line is being installed by Scott Gleason, Neil Bellenger, Dick Holbert and Dan Waterstraat. So far, they have installed four wood poles coming in from NYS Route 251, and are now putting up the wires.

Jim Johnson is salvaging a heavy duty transfer switch for use with our power trailer for three-phase.

Rand Warner and Scott Gleason are coordinating with Niagara Mohawk, Town of Rush and Fire Underwriters Board regarding new power line.

Scott Gleason, Dan Waterstraat, Jim Johnson, Dick Holbert and Charles Harshbarger and Neil Bellenger are excavating, prepping and finalizing installation of heavy concrete vault inside Restoration Building southwest corner, for connection of electric supply lines.



The R&GV RM's Link-Belt excavator starts the dig for the electrical service vault inside the Restoration Building.

Plans: Complete installation of wiring on new pole line coming in from Route 251.

Install and hook up meter pole to NiMo specs.

Tie new power line into recently installed underground vault outside Restoration Facility.

Complete installation of second concrete vault inside Restoration Facility for electrical feed.

Install outside, switchable flood lights on north and south ends of Restoration Facility.

Cycle our auger and bucket trucks through the shop this winter in preparation for an active season beginning in the Spring.

Motive Power

Supt.: John Redden

EKC #6 GE Diesel 80-ton Center Cab

Fluids and batteries checked for service through the winter. Operational and in use. Batteries on trickle charger.

EKC#9 Diesel Alco RS-1 Road Switcher

Radiator and cooling system drained for the winter. Batteries on trickle charge. Out of service till Spring startup.

Army #1843 F-M Yard Switcher H12-44

Batteries and fluids checked for service through the winter. Batteries on trickle charge. Unit is serviceable above 35 to 40 degrees F, when we can adequately pre-heat prime mover using three-phase block heater on single phase power.

RG&E #1941 GE 45-ton Diesel Switcher

Out of service for major rehab work. Air brake piping being refabricated brand new. Requires new batteries. New cab sheet metal to be installed.

NKP #79 Alco S-4 Yard Switcher

Radiator, cooling system and turbo drained for winter. Batteries on trickle charge. Out of service till Spring startup.

LV #211 Alco/EMD RS-3m Road Switcher

Radiator and cooling systems drained. Batteries on trickle charge. Out of service till Spring startup.

Army Blue TrackMobile #1

Operational. Bad tire swapped out. Snow plow to be mounted for service this winter.

Army Blue TrackMobile #2

Operational. Relocated out of Restoration Facility. Ready for service.

Plymouth 7-ton

Engine being analyzed for repair vs. rebuild vs. replace. Historical reference files being assembled. Unit to be relocated into our Restoration Facility for rehab.

Vulcan Steam Loco #12

Newly refurbished flue cutter is highly successful. Flues now 50% removed. Cab ready for removal. Lagging ready for removal. Funds being raised.

Heisler Fireless Loco #1

Locomotive appliances being removed to permit lagging removal by contractor. Cab being prepared for removal. Restoration funds being raised.

Trolley Electrification

Facilitator: Rand Warner

Progress: Operations of live trolleys have been completed for the 2000 season.

P&W trolley #168 owned by NYMT, will undergo rehab, repair, and updating for the 2001 season.

An over-the-road 40-foot trailer has been procured for housing the 250kw diesel generator substation.

Jim Johnson is laying out an interior floor plan for the 600v substation in the trailer.

The NYMT carbarn gang is prepping pole arm bracket assemblies for installation in 2001.

Charles Lowe of NYMT has set stakes for additional pole locations.

Plans: Relocate portable substation equipment from NYMT to R&GV RM for installation in trailer.

Complete and review floor plan for substation trailer layout.

Begin prep for installation of diesel generator set into 40-foot trailer.

Continue work on final preparation of bracket arm assemblies to go on poles.

Plan overhead erection to extend active line from base of hill next to Remelts, around curve, and down to NYMT loop switch.

Develop schematic and wiring plan proper code application for substation wiring in trailer.

Consider double bonding of trolley track return rails as it may impact on other efforts, such as signalling, etc.

Trolley Collection

Rand Warner

Between R&GV RM and NYMT, we now have a fair sampling of city, suburban and interurban trolley cars, and trolley work equipment; traction properties in our area.

Our interurban collection in particular, is well regarded in the museum community.

We currently have two holes in our interurban collection of note: Rochester Syracuse & Eastern, and the Honeoye Falls & Lima lines.

Does anyone know of any car bodies for passenger or work equipment from either of these lines? Or other relevant artifacts?

We also have considerable interest in trolley express and freight operations. Do we know of any nearby or available car bodies or better yet, intact units?

(Continued to Page 5)

Collection *(Continued from Page 4)*

Within our total "Four Quadrants Vision", we will have all the wherewithal to feature all kinds of trolley passenger, freight, express, and work equipment and their associated operations.

What can you come up with??

R&GV RM Car barn Gang

RL&B Interurban #206

Bernie Cubitt, Foreman

Electrical and air brake parts were obtained via Pittsburgh road trip—also baggage racks, and possible some seats.

Lists of missing parts have been prepared and quotes are being developed from resources and suppliers.

Prototype trucks are on hand and traction motors are to be removed from former P&W sweeper #147.

Rochester Subway Car #60

Rand Warner & Dave Luca, Foremen

A detailed restoration estimate has been prepared to aid our Development Committee efforts.

Back up subsystem quotes are being solicited from vendors and suppliers.

Electrical and brake system info is being compiled and drawn up.

Line Car #01

Neil Bellenger, Foreman

Plans are being made for completion of the roof rebuild effort.

Interior structural repair and resheathing is underway.

Sources for external sheathing replacement are being identified.

Plans are being made for removal of broom traction motors, and underbody items still remaining.

MU Power Car #2628

Norm Shaddick, Foreman

Contactors have been rehabbed for future operational use.

Brushes have been temporarily removed from traction motors, etc.

Information is being refined for low voltage operation from shop tap wiring (300v DC vs. 3000v DC).

Replacement of ceiling panels can begin, using parts salvaged on Pittsburgh trip.

A Reminder to send your dues for 2001

Your renewal will had the fuel to keep the steam up!!!

Engineering Area

Supt. Jim Johnson

Progress: Jim Johnson has laid out plans for an improved arrangement of our Engineering Area in the former north waiting room of the Depot.

Charles Harshbarger, Dick Holbert, Jeremy Tuke, Rand Warner and others are helping Jim to rearrange the existing furniture.

Rand Warner has procured and delivered additional used files and cabinets at attractive prices.

Al Pastorell is building new wood bookcases to set on top of the file cabinets—using heavy plywood he donated sometime earlier.

A portable tool box of surveying equipment is being put together by Jim Johnson and Rand Warner.

Plans: Complete acquisition of additional needed files and cabinets.

Complete final reconfiguration of all furniture.

Reallocate use of all available files and cabinets space to our various functional areas for their technical information storage to support our Museum volunteer efforts on projects and programs.

Acquire and build additional bookcases to make our reference materials more easily accessible.

Implement an upgraded 486 or later PC computer system to support our data bases, mapping and printout requirements.

Track & Right-of-way

Acting Supt. Rand Warner

Progress: Jeremy Tuke has been relocating and consolidating switch timbers to go in the NYMT rehab areas, and R&GV RM siding extension areas.

Rand Warner is pursuing resources and quotations for additional relay ties in 6"x8" size.

Siding #6 is being extended south of the Restoration Building, led by Dale Hartnett, Jeremy Tuke, John Redden and Rand Warner.

Plans: Procure and move in another 100-200 relay ties to support track extension and rehab for 2001 season.

Locate and assemble or procure switch timbers sets for on and off our property to support yard track expansion in the 2001 season.

Complete extension of Track #6 south of Restoration Building for another 200 feet. ➔

Extend present Track #7 leading south out of Restoration Building another 1/2 rail length.

Extend present Track #7 two rail lengths north out of Restoration Building to permit increased restoration flexibility.

Consider temporary removal of one rail length of Track #8 inside Restoration Building to permit temporary indoor repair of Koering hydraulic excavator shovel over the winter.

Construction & Equipment

Supt. Joe Scanlon

Progress: Trojan Loader has been donated and delivered by RG&E through arrangements by Scott Gleason and Bob Polka.

B-Model Mack diesel 10-wheel dump truck has been donated and delivered through arrangements by Joe Scanlon and Dan Hosenfeld.

Dick Bean is spearheading rehab of our Kearsair air compressor, assisted by Hiram Colwell, Rand Warner and others.

George Knab's Miller gas engine welder on rubber has been returned to George by Rand Warner.

A Caterpillar D-4 dozer has been acquired and delivered through arrangements by Joe Scanlon.

Art Mummery is leading rehab of the Army D-7 dozer, assisted by Bob Polka, Neil Bellenger, Dick Bean and others.

Art Mummery is working on getting our Diamond REO tractor running again, so we can move our trailers around.

Scott Gleason, Dan Waterstraat, Charles Harshbarger and others have finished installation of the concrete vault piping.

Plans: Relocate International 4x4 up to our Restoration Facility for rehab to use for snow plowing.

Relocate D-4 dozer into Restoration Facility for rehab to use this Spring.

Relocate Ford Railway Express truck from north end to south end of Restoration Facility.

Determine engine damage in our "as is/where is" Army D-7 dozer.

Complete rehab on gas powered air compressor donated by Raymond Driemiller.

Need a Sweat shirt to keep your warm?

Your can order one (or two) and help add to one of our Chapter funds. Details on Page 6.

Thanks to...

John Redden and **Charles Harshbarger** for use of utility trailers.

George Knab for use of welder, chop saw and tandem axle trailer.

Joe Scanlon for use of road grader, bulldozer and dump truck.

John Redden for use of locomotive and caboose.

Art Mummery for use of Miller gas welder.

Mark Vitale for use of Koering hydraulic excavator.

Foster DiFiore for use of Cat 212 road grader.

Scott Bennis for donation of Mack diesel B-61 10-wheel dump truck.

RG&E for donation of Trojan diesel loader and Chevy diesel bucket truck.

Tom Webster for snow plowing our access roads and parking lots.

Dave Knab for use of truck tractor to move several of our 40-foot trailers.

T-shirt and Sweatshirt orders

Orders for either of the above for January delivery should be made now. Both front and back are printed as described in the flyer sent last month. Sizes are Adult: small, medium, large, X-large and XX-large. T-shirts are \$15; \$16 for XXL; Sweatshirts are \$25; \$28 for XXL. Add NYS sales tax (8% for Monroe County and \$4 per order for shipping).

Make checks payable to Rochester Chapter, NRHS. Payment by Mastercard, Visa or Discover Card also available.

Send order, payment, address information and your phone number to:

Rochester Chapter, NRHS
P.O. Box 23326,
Rochester, NY 14692-3326

A Letter:

12/21/2000

"I would like to thank every one for helping pay for Rail Camp. I really appreciate it. I had lots of fun and I learn a lot. Hope to see you all soon.

From,

Brett Hendershot"

Brett, a member of the Young Railfans group, attended the NRHS/Steamtown sponsored Railcamp in Scranton last summer. Brett, left, is pictured with two Railcamp officials during certificate ceremony.

Motive Power

? Sponsors for restoration of Vulcan & Heisler steam locomotives

Passenger Equipment

? Cantilever car jacks

Freight Equipment

? Flat car, 53'

Maintenance of Way Equipment

? Ballast regulator

Communication, Signal, Power & Line

? Heavy copper cable \$4-0, 1000v rating, weatherproof

Track and Right-of-way

? Switch timber sets

? Relay ties: 6"x8"

? Double action track jacks

Construction & Equipment

? Skid steer loader

? Knuckle boom flat bed truck

? Backhoe tractor

Visitor Operations

? Handicapped lift unit to assist getting wheel chairs into some of our rail car exhibits

? Four-wheel golf cart to help visitors with limited mobility

Train Operations

? Rail skates

? Wheel chocks

? Locomotive chains

Tool Car & Shops

? Hand pallet truck

? Mitre power saw for wood

? Good step ladders

? Mitre chop saw for metal

? Roll about scaffolding

? Hilti power impact drill for masonry

Safety

? Type ABC fire extinguishers

? First aid kits

Buildings & Grounds

? Corrugated plastic or steel drain pipe sections: 10 or 200 foot length, 18" or 24" diameter

? Good, safe, operable salamander or kerosene heaters

Trolleys

? Sponsors for restoration of Rochester Lockport & Buffalo #206, Rochester Subway #60, and Philadelphia & Western #147 line car

Engineering

? Good transit

? Good level

? Computer: 486PC or better

Northeast Quadrant

? Reefer diorama

? Milk cans loading platform

? Two story signal tower

? Yard office

? Speeder shanty

Northwest Quadrant

? Saw mill equipment

? Ice pond equipment

? Sand pit equipment

? Stone quarry equipment

? Small stone crusher

Southeast Quadrant

? Roundhouse

? Water column/plug

? Water tower

? Machine shop

? Coal tippie

Southwest Quadrant

? Small loading platform

? Small passenger waiting room

Corridor to River

? Horse drawn carriages for use

? Horse team for use

? Vintage vehicles for use



January Anniversary Dates

Jan. 13, 1911: A rear end collision at Batavia, NY killed six.

Jan. 19, 1914: A new station opened at Rochester, N.Y.

Jan. 29, 1925: A four-foot snowfall blocks NYC at Syracuse, N.Y.

Jan. 31, 1968: Last day of NYC System operations before P.C. merger.

(Dates and events from NYC Historical Society Calendar)

Library Report

Charles Robinson, Chairman

Now that winter has descended in earnest, the library is following its winter schedule of being open for general use on one Sunday afternoon each month. For January, the library will be open Sunday, January 21 between 2 and 5 PM. Come on out and stay out of the cold and enjoy our fantastic collection of rail materials and videos!

Because of the winter weather there is the possibility that the staff may not be present every Monday evening as has been the usual case in warmer weather. If you wish to use the library on these Monday evenings, it is best to call the library chairman at 716-377-4245 to be certain that the library will be open.

Unfortunately the library building has suffered some damage the high winds this past month. To prevent further water damage to the rotted east side of the building, tarps were placed along that wall and were securely fastened in place. The high winds caught the tarps and pulled away a few boards from the siding leaving a hole in the east side. One of the boards along the bottom of the building that was fastened more securely to the flapping tarps than to the building, hammered the top off the chimney to the heating plant. The good news is that where the hole appeared the bottom sill did not appear to be rotted. Hopefully the rest of the sill will also exhibit no rot. Temporary repairs have been made to this damage.

All this reminds us of the urgent need to replace the east side siding as well as that on the cupolas this spring and summer. The library building is very useful to the chapter and needs be kept in reasonable repair.

Not too much was accomplished this month because of the conflict with the holidays. Nevertheless, Jim Stewart has been reorganizing the material in our file drawers and labeling the new hanging files. Jerry Gillette and Steve Oagley have placed a collection of older railroad photos found in our archives in archival sleeves. Bob Miner and Gale Smith have continued helping in organizing our books.

Hope to see you in the library, Sunday afternoon, January 21!

JUICE

The Final Three Electric Interurban Freight Survivors

A Videotape from Pentrex

Reviewed by Bill Heron

If you enjoy 600 volts mixed with your steel wheels on steel rails, then this tape is one you are sure to enjoy. As the title promises, the last three electric interurban freight lines remaining in operation in the US are covered in this tape.

This tape was made by Pentrex rather than being extracted from material shot by rail fans. Consequently it is done in a thoroughly professional way, good photography, good lighting and painstaking attention to details.

The tape consists of three segments. Each covers operations on a reasonably "typical" day at one of the three survivors. Thus for each line we see things starting up in the morning, movement of cars during the day and then shutting down for the night.

The three survivors, in the order in which they appear on the tape, are:

East Troy Electric, Wisconsin

Texas Transportation Company, San Antonio

Iowa Traction Railroad, Mason City.

The East Troy freight operation is an adjunct to the operation of the Wisconsin trolley museum. Hauling tourists accounts for the bulk of this line's operations, but occasionally a car or two of freight needs to be moved, and when that happens, Motor L9, built in 1944 by the Milwaukee Electric Railroad and Power Co. is powered up and operated by museum volunteers. The scenes included in this tape show some special freight operations that took place when a manufacturer on the line needed to have cars loaded with over-length stainless steel tubing moved to an interchange with the outside world.

The Texas Transportation Co. is owned by the Pearl Brewery of San Antonio. Its purpose is to interchange freight cars with the Union Pacific, which is located about a mile from the brewery. This line began over 100 years ago with mules providing the power. It was chartered as an electric line in 1897 and the terms of the charter require it to operate on electricity.

The tape shows Motor 2, built in 1921, in operation. Texas Transportation also has another motor, #1, but it was out of service when the tape was produced. From what the tape shows, the only reason for having two

motors would be to provide backup since what little there is can easily be taken care of by one locomotive.

One thing that makes things interesting on the Texas Transportation is that about half of the line involves street running. The line also goes past the old Lone Star Brewery, which once was served by Texas Transportation.

The Iowa Traction Railroad, once the Mason and Clear Lake interurban line, is, of the three survivors, the most like a "real" railroad. Its business is growing and it handles several hundred cars a year. It connects with the Union Pacific and the IMRL. The Iowa Traction segment opens with Motor 54, built in 1919, and one of four active freight motors on the line. Later we also see Motors 50 and 60 in action.

One of the more interesting scenes in this segment shows Iowa Traction's snow fighting equipment at the headquarters at Emery, Iowa. The line has a very serious looking snowplow, a cut widener and a flanger. Can there be that much snow in Iowa? Another impressive scene involves coverage of Motor 60 pulling a string of 24 covered hoppers.

One thing this tape could use is a couple of maps. The Texas Transportation line is so short that no map is needed, but the other two lines would be easier to grasp if maps had been included. The narration is excellent, just enough to get the job done, factual and clearly spoken.

This is a very worthwhile tape. It made me feel good seeing operations of the kind that have in almost all cases gone by the boards continuing to survive.



Editor's Corner

How fortunate can an editor be, when contributors submit so much that he doesn't have to look for material?

Rand's submissions details the accomplishments and the near-term plans for the almost mind-boggling number of projects that Chapter volunteers are working on.

It has been quite a while since an interview article has appeared. Don Shilling took note and interviewed a member who has been with the Chapter for 55 years! Watch for it in the February issue.

May the New Year be a Healthful, Prosperous and Fruitful Year for You, Your Loved Ones and Friends!

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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 you write your name and date in a slab! [Don Shilling]

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