



The Semaphore

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

**April 2001
Volume 43, No. 8**

Program for April 19:

TBA

To Be Announced at the meeting.

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

7:30 to 9:30 PM

Monday, April 23

Library Phone: 872-4641

Reserve June 2

**Annual Banquet at
Gateway Inn**

Last Call!!!

**A Reminder to send your dues
for 2001**

**Your renewal will add the fuel
to keep the steam up!!!**

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**

Season Opens on Sunday, May 13

Our combined R&GVRM/NYMT joint operations season will start Sunday May 13 this year.

In preparation for season opening we need to clean up and straighten up all our R&GVRM indoor and outdoor areas used and seen by our visitors, including:

- Depot inside and outside
- Yard ground and trackage
- Parking lot
- Display cars: Erie caboose MU Power car DL&W baggage car Pine Falls sleeper-lounge
- RL&B waiting room
- Walkways
- Garden & Landscape areas

April Blitz Project on the 28th:

The April Blitz Project on Saturday AM, April 28th will be the major clean-up and

preparations for season opening of the Depot and surrounding areas inside and outside as listed previously.

Depot/R&GVRM tour guide hosts will be trained and assigned by Don Shilling.

Track car operators are being trained and assigned by Jeremy Tuke.

Track cars are being inspected and checked by Track Car and M.O.W. personnel and supervision.

Ticket sellers, gift shop operators and Officer of the Day personnel are being coordinated by NYMT.

Season opening and operational plans are being reviewed by our Transitown EXEC Committee.

We look forward to your help in making our 2001 season a real standout for our visitors!

Drainage

High Priority

As soon as weather permits we need to resume active work on our Master Drainage Plan implementation:

Ditches running north or south at base of all west facing slopes, to carry runoff to existing culverts.

Collection ponds on all project surfaces in work i.e. plateaus, to prevent erosion and silt flow.

Rip rap protection on west faces of culverts draining towards LA&L RR to hold soil.

Rip rap protection on banks facing LA&L RR near slide and washout areas, to hold soil.

Dikes and/or silt fences at west edges of flat areas under construction to keep mud and silt from draining down to our hill main line and LA&L RR.

Completion of catch basins and connecting pipes to culverts in area just north of Restoration Building.

Installation of catch basins and connecting pipes to culverts in area just south of Restoration Building.

Track Car Training Schedule:

Classrooms only were March 31 and April 7.

Classroom and Hands-on:

A combination classroom and hands-on session will be **Saturday, April 21**. Class will be at either NYMT or Industry Depot (to be announced). Class begins at 9:00. Hands-on Training begins at 10:30 (weather permitting).

Hands-on Sessions:

Saturday, April 28 and **Saturday, May 5** beginning at 9:30 at either Industry Depot or NYMT.

Operators are required to attend a classroom and a hand-ons session to be qualified.

Contact Jeremy Tuke at 359-8944 or <jnm2k@frontiernet.net> if you have questions.

Please call if you have NOT been previously qualified but would like to operate this year so Jeremy can get you on the list!

Memorials

The Chapter and the Museum have already honored several deceased members with memorials to date:

The Chapter Library was named after long time President, **Claude Winslow**.

The B&O/BR&P caboose was named after its very active foreman, **Curt Boyer**.

One of our Empire State Express cars on the Excursion Train is named after former President, **Richard Tickner**.

Chuck Whalen, foreman of the Erie Stillwell coach, has suggested that we name this car after **Bonnie Glickman**, recently deceased. Bonnie spearheaded the "Partners in Panels" campaign, to replace all the rusting side panels on this car, which really transformed the car from a liability into an asset.

I would suggest that we dedicate former Rochester Subway Car #60 to **Sam Grover**. Sam, recently deceased, was President in 1956 when the Subway quit, and was instrumental in arranging donation of the car from Rochester Transit Company to our Rochester Chapter.

Please let us hear from you if you have suggestions for additional people to be recognized with memorial namings.

Museum Collections

The **Midwest Railroad Research Center**, located in the Indiana Historical Society's library in Indianapolis, recently received a collection of Cincinnati Car Corp. documents. From 1902 to 1931, this company was a major interurban car builder. William Fronczek of Pennsylvania donated the collection of photographs, blueprints, linen-traced drawing and manuscripts.

This Library also holds business records and photos from the Monon and Chicago South Shore & South Bend railroads.

The **California State Railroad Museum** is cataloging Lucius Beebe/Charles Clegg railroad photographs which were donated by Clegg's sister, Ann Clegg Holloway. [*Trains*, April 2001]

Year 2001 Special Events

Special Events for this year for R&GV RM/NYMT joint operations are:

May 13: **Season Opening**

June 30/July 1: **Trolley Days**

July 22: **Model Steam & Gas Engines**

Aug. 18/19: **Diesel Days**

Sept. (open)

Oct. 28: **Season Closing**

Library Report

Charles Robinson, Chairman

Please note that the library is changing to summer hours and will not be opened on Sunday afternoons until later this fall when the cold weather returns. This coming months it will be opened for general use Monday evening from 7:30 to 9:30 PM on April 23rd. Come on out and join the fun!

The library chairman was away most of the past month. Hence a great deal was accomplished by the the unimpeded volunteers. Jerry Gillette has completed placing all the pages of the Wally Bradley albums in archival Mylar page covers. This will assure careful preservation of this most unusual collection of Rochester railroad and electric line photos and clippings. Jim Stewart has enjoyed reviewing our book collection during the process of stamping them with the chapter's identification, which should ensure their return. The library has been rescued by the timely completion of additional shelves for our periodical room by Bill Limburg. The new shelves fit nicely above the bookcase on the east wall of the room. Now the magazine files that had been stacked on top of each other have secured shelves to be placed on.

The challenge to the library this spring and summer is to complete the residing of the east side of the building. Unfortunately that side was damaged by the high winds catching the tarp that we had fastened to it. There are all indications that those that helped so much last year will pitch in again this year.

Hope to see you at the library on Monday

Peanuts, Catenary and Clean-Burning Coal

or "**Vignettes from the Railroad Era**" is the topic of a presentation by Paul S. Worboys to be given May 3, 7:30 PM at the Honeoye Falls-Mendon Historical Society, Mendon Town Hall (Upper Mill Building) in Honeoye Falls.

Mr. Worboys will outline the evolution and decline of the three railroads that served the Honeoye Falls/Mendon area. A walking tour of Honeoye Falls railroad setting will be conducted prior to the program; it begins at Town Hall at 6 PM.

Subscription to Increase

Because of increased printing and postage costs, the non-member's subscription rate to *The Semaphore* will increase to \$8 for next year.

Membership Report

*Beth Krueger, Chair
Janet Dittmer, Assistant*

New Member to be voted in:

Robert Hoffman
452 Mosley Rd.
Fairport, NY 14450

As of March 31, 199 members have renewed.

The NRHS National office will be sending second notices for late Year 2001 dues during the second week of April. This is according to their records of the last week in March.

Your Name Highlighted in Address?

If your Name is Highlighted with a marker or other mark, then you are A-OK with our Membership chairs for the remainder of this year.

If your name is **NOT** Highlighted, then your membership with the Chapter and the National has **EXPIRED!** And this is the last issue of *The Semaphore* you will receive!! If you disagree, please contact Janet Dittmer at your earliest convenience. Her phone number is 288-0218, or e-mail: <daveluca@frontiernet.net>.

This method is the opposite of what we normally do. It is easier to correlate address labels with membership list this way.

NOTE to Exchange Newsletters. Please contact the Editor if you wish to exchange, or continue to exchange, swapping newsletters. Because of increase costs, some chapters may wish to discontinue exchanges.

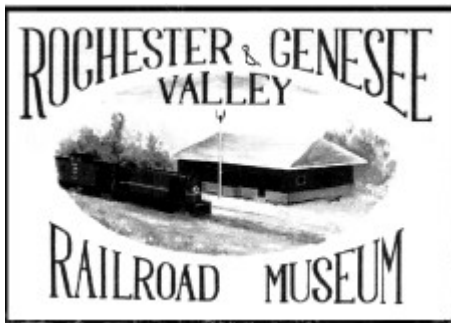
This Editor advises that you send newsletters directly to him at: Gale E. Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 to expedite swapping news and ideas.

National Dues to Increase?

The National Director's meeting is coming up. On the agenda is a proposal to increase the National dues for 2002 by an additional \$2.00 to \$3.00 per member. An additional \$2.00 is being considered for the year 2004. Family membership would also increase.

Election of Trustees Forthcoming

In May, two Trustees will be elected to the Board of Trustees. If you are interested in being a candidate for one of the two positions to be voted in, please call Janet Dittmer at 288-0318 or e-mail: daveluca@frontiernet.net



Rand Warner, Director, 425-8587

Outreach

A meeting with potential recruits for the Young Railfans Explorer program was hosted by Dale Hartnett on March 21. We are now looking forward to two new members.

Bicycles to be recycled through the Asbury Dining Caring Center for the homeless have been provided by Bill Chapin, Bernie Cubitt, John Redden, Dale Hartnett, John Stewart, Steve Huse and others.

Greg Sullivan and John Stewart has suggested we recycle our excess/duplicate railfan magazines from the Library and the Depot to adult homes, veterans hospitals, schools, libraries scout groups, hobby shops, other museums, and nursing homes. This would be a real win/win situation -- helping other people enjoy the hobby while giving us additional publicity and visibility.

Our much looked-forward-to Young Railfans sponsored "Pancake Breakfast" will be held again this year on Saturday Morning, May 12, at the Depot, from 8 to 10 AM. They really do a great job -- don't miss it!

Art Mummery named Equipment Superintendent

Art Mummery has agreed to accept the position of Heavy Equipment Superintendent for the Rochester and Genesee Valley Railroad Museum. Art's reputation for being our "go to" guy for heavy equipment repairs is well known to our membership and we all depend on Art to work a little magic when we get stuck with a repair problem - and Art is always willing to get us back on track!

Art will be responsible for heavy equipment acquisition, allocation to projects, supervision of equipment operators, repairs and disposition. Art also is working to re-arrange our heavy equipment display area West of the L.A.&L. tracks and has the project well under way already! You'll see a big difference when you come out for the summer meetings this year! Congratulations to Art!

JS

Organizational Structure

Our Construction and Equipment functional area, supervised by Joe Scanlon, for many years, is being split up into two separate functions at Joe's suggestion.

Joe will continue to provide civil engineering, construction consulting and construction project/site management, as in the past. He will also operate equipment.

Art Mummery will pick up coordination of all aspects of our heavy equipment, including fleet management, repairs, maintenance, training and safety.

Art has prepared a detailed listing for all responsibilities for all of our equipment, has reviewed it with all affected personnel/volunteers, and has assigned logical clusters of equipment to appropriate lead people. The listing has already been distributed to lead people, and copies of all our volunteers are now being reproduced.

We look forward to many benefits to our Museum, our projects, and our people, as Joe and Art's new approach is fully implemented.

Neil Bellenger has written up a detailed breakdown of all our CS&P functions and assigned responsibilities. This will be distributed to our volunteers.

Safety Committee

John Redden, Chairman

Personnel Safety

Mike Byrne put on an excellent training session on March 24 for First Response/First Aid. It was attended by 10 people representing NRHS and NYMT organizations.

Fire Safety

Steve Huse has put up wire fence barricades beside our fire extinguishers in the Restoration Facility so they will always be accessible in time of need and can not be inadvertently blocked off. He is also checking all extinguishers and procuring additional units.

Heavy Equipment Safety:

Charles Harshbarger has written up an operator procedure for our Diamond Reo truck tractor. Art Mummery will be looking over our heavy equipment or safe condition of brakes, pins, lines, etc.

Neil Bellenger has written up operations/safety procedures for our three CS&P line trucks.

Train Operations Safety:

John Redden conducted an air brake/book of rules/train operations training session series that has graduated several people for 2001 season. We will also be monitoring the safe operation of all railroad equipment. /

Track Car Operations Safety:

Jeremy Tuke is starting Track Car Operator training sessions March 31 and safety in handling the motor and trailer cars and our visitors will be strongly emphasized.

Visitor Operations Safety:

Don Shilling will be starting training shortly for our Museum tour guides for the 2001 operating season. Again we will be strongly emphasizing safety concerns for our youngsters and oldsters.

Work Site Safety:

Jim Johnson and Charles Harshbarger have been carefully marking and barricading all our hazardous job site locations to protect both our own volunteers and our visitors.

Environment Safety:

Dan Waterstraat, Charles Harshbarger, Dick Holbert, John Redden, Rand Warner and others have been collecting and consolidating all waste and scrap materials for disposal via appropriate vendors or contractors.

Disaster Response:

Rand Warner, Mike Byrne, Dave Hulings, Ted Strang and Jim Dierks will be interfacing with local fire, ambulance and police organizations regarding response to various types of emergency scenarios.

Rigging and Lifting Safety:

Joe Scanlon, Art Mummery and Jim Johnson will be coordinating a training session on proper procedures for safe rigging and lifting for protection of personnel and equipment.

Engineering Area

Jim Johnson, Supt.

Progress: Reorganization and the new layout for this area, currently temporarily housed in the Depot north waiting room, is essentially completed. We now have more file cabinets for a more comprehensive technical data base, plus more storage cabinets for all our supporting gear. Reference books are arranged, by topic, in new book cases on top of the files.

Plans: Magazines, technical and reference files that we want to maintain at our R&GVRM to support our volunteers working on projects and programs will include: *Train Line, Rumor Mill, ARM Quarterly, RailPace, The SetOff, Rail Passenger Car Alliance, Private Varnish, Locomotive and Rail Preservation.*

Can you help us in establishing these files?

Electrification/Trolley Operations

Rand Warner, Facilitator

Neil Bellenger and crew are rehabbing the Ford Auger/Line truck. So far the hydraulics and fuel system are revamped.

Charlie Lowe has drawn up the design for further overhead wire extension.

Bob Miner and company are making up additional pre-fabricated down-guy and bracket-arm subassemblies.

Scott Gleason has started up grading of end guys at each end of the overhead system.

Art Mummery has picked a trailer for the substation. Rand Warner, Art and Jim Johnson are discussing details of the design.

NYMT is procuring additional overhead hardware/fittings and may also be procuring more contact wire -- sufficient to reach from the NYMT barn to R&GVRM depot, including yard/side tracks. This should support our total program for the foreseeable future.

Final routings for the trolley line are not cast in concrete at this time, as we have options available at NYMT, on BOCES lands in the Northeast and Northwest Quadrants and at R&GVRM.

Our immediate thrust is to be adequately and safely prepared and trained to support our Saturday and Sunday "Trolley Days" event for June 30 and July 1.

This will require attention to our track, bonding, overhead, Trolley #168 and substation.

Rochester Subway Car #60

Rand Warner, Dave Luca Foremen

Progress: All of the roof sheet metal has now been removed, except for the curved section over each end of the car body. Sixteen sections, ranging in size from 24" wide to 41" wide, have been removed as panels.

Scaffolding has been erected inside and outside the car to support the roof removal efforts.

We are now working on removal of the curved end sections -- hopefully as one complete unit -- so they can serve as patterns for replacement units to be pre-fabricated outside.

Quotations have now been received for the roof sections, inner and outer end sections, side panels, frame angles and bolsters.

Plans: Raise further monies to support replacement of all bad metal areas, as follows:

2 bolsters @ \$600
6 inner ends @ \$100
6 outer ends @ \$100
8 side panels @ \$100
4 side rails @ \$100
4 cross members @ \$100
16 roof sections @ \$150
2 roof ends @ \$600

We believe all the metal to be replaced on the car can be procured for \$10,000.

We plan to solicit help on this total project from individuals both inside and outside the Chapter, local companies and industries, and various foundations and trusts.

The total restoration of this historic car -- last to operate in Rochester and New York State -- will be in the neighborhood of \$100,000.

Motive Power

Plymouth 7-ton Critter

The Plymouth midget loco is now inside the Restoration Facility and getting lots of attention.

Foreman Kevin Klees has the Young Railfans removing rust, grime and various appliances.

Art Mummery, John Redden, Kevin Klees, Norm Shaddick & Co. removed the Buda prime mover from the loco. They now have pistons, rods, head and valves removed from the block. Most everything looks good, except one cylinder that is rusted and may require sleeving, and the exhaust manifold, which is badly cracked.

Neil Bellenger is torching off the rusty bolts holding the sand boxes, so we can get down to the frame area.

Kevin Klees has obtained quotes for replacement drive chains. Most of the rest of the mechanism and support subsystems look promising -- stay tuned.

RG&E Loco #1941

John Redden is plugging away on brake system piping and brake system components.

Neil Bellenger is gearing up for completion of cab sheet metal work. Then we can final paint the loco in authentic RG&E green.

New batteries will be procured before we put the loco back into service.

We have authentic RG&E logo decals to provide the finishing touch.

Freight Equipment

Chris Hauf, Supt.

FGEX Wood Reefer

The big news on freight equipment for this season is rehabbing the exterior of our FGEX wooden refrigerator car.

We will have a two-phased approach taking place this Spring:

1) on Wednesday, April 25, for "Volunteers Make a Difference Day", we will have a crew of 16 or more volunteers from Eastman Kodak Company, and several of our people, all hosted by Chris Hauf -- to prep and prime all the exposed wood and metal surfaces except the roof.

Then on Saturday, June 16, we will have a crew of Boy Scouts and Young Railfans working on putting on the final top coat of paint in the proper FGEX colors.

As a result of these two back-to-back efforts, we will have turned another "sow's ear" into a "silk purse" -- to be appreciated and enjoyed by our many visitors.

Now that we're on a real "roll", we hope our Museum volunteers will pitch in to do repairs and repainting on the roof, apply appropriate lettering, and square up the one twisted end.

This all-wood bodied FGEX reefer is a real antique artifact, and well worth our efforts to restore, preserve and protect it for future generations to enjoy.

Passenger Equipment

Bob Miner, Supt.

Erie Stillwell Coach

The Erie Stillwell coach gang under Chuck Whalen has continued work inside the car throughout all the bad weather.

Chuck, Dale Hartnett, John Redden, Dave Luca, Bernie Cubitt and others, are continuing rebuilding of window areas, old ceiling removal and old soffits removal.

We have tried out a scheme for mounting the replacement walkover seats salvaged at Pittsburgh. Now we need to cycle all those seat frames through a cleaning, stripping and repainting process.

Cushions for the seats need to be either reupholstered, or better yet, replaced with usable units that may be available to us elsewhere.

**Reserve June 2
Annual Banquet at
Gateway Inn**

Track Cars/Operations

Jeremy Tuke, Supt.

Progress: The repaired radiator for TC-3 was picked up by Rand Warner from BJ's and installed by Tom Webster and Young Railfans. The system now is filled with antifreeze and is not leaking.

Jeremy has published a schedule of Track Car Operator Training which begins March 31 using updated training materials. (See page 1).

Ted Strang and Co. will be going over TC-1 and its trailer car at NYMT.

Tom Forsyth has done a fine job of reorganizing our Track Car Operator Log Book/Notebooks or TC-1, TC-2 and TC-3.

Plans: We need to lube TC-2 and TC-3 motor cars and their trailers.

The Fairmont wheel gage will be used to check for allowable wear.

TC-3 motor card starter needs one last look before the training starts.

Jeremy will assign trained operators for the season schedule and also develop a list or relief operators and substitutes.

Approved safety-pin couplings are now installed between ALL track cars and should ALWAYS be used. These are heavy duty, agricultural/industrial implement hatch pins. Use NO substitutes.

Restoration Building

Dave Luca, Coordinator

Jim Johnson and Rand Warner have prepared a strawman electrical installation drawing for review by all interested parties.

Charles Harshbarger and Rand Warner are preparing a strawman shop air installation drawing for review by all interested parties.

Joe Scanlon, Tom McTighe and Rand Warner prepared an overall drainage plan and installation drawing, which is being implemented over a period of several years.

Dave Luca and Rand Warner have identified follow on features and expansions for the building, and are now costing these out on a phased installation basis.

Jim Johnson, Charles Harshbarger, Neil Bellenger, Scott Gleason, Dan Waterstraat and Dick Holbert have procured and hung new metal halide overhead lights in the south end of the building.

Our new tool board, put up and furnished by Dan Waterstraat, continues to grow. It is a great asset.

Additional storage capabilities are being implemented inside and outside the building as time permits.

Tool Car and Shops

Charles Harshbarger, Supt.

Progress: Charles Harshbarger and Jim Johnson have been working their magic on the Flexivan trailer shop area used for supporting our heavy construction equipment. You can eat off the floor in there now, and all loose items are stored away in cabinets and on shelves.

Art Mummery has sketched up several different plans or a temporary shop cluster consisting of the Flexivan trailer, two reefer units, and the Flexiflo office building. This would provide immediate increased shop capability for our many heavy equipment rehab projects. These will be temporary, movable structures, not on any foundations, and capable of being relocated, as necessary, within the Northwest Quadrant area. There are several options regarding use of the Flexiflo office or other possible structures for this cluster.

Plans: Charles Harshbarger and Co. are now applying their magic to cleanup and better organization of the interior work, project and storage areas of the Restoration Building. This effort will pay off extensively, with increased convenience and safety for our volunteers, our equipment, our tools and our materials.

Storage

Jeremy Tuke, Coordinator

Progress: Art Mummery and Joe Scanlon are pushing a plan to consolidate our freight passenger and trolley car trucks on a length of rail, west of the LA&L RR tracks where our future siding would be. This would also permit easier relocation of our RL&B #206 and Line Car #01 car bodies onto trucks and tracks in the future when they are ready. This plan sounds like a real winner.

Dick Luchterhand has stencilled identifying numbers onto all of our trailers recently acquired from KBH.

Jeremy Tuke has published the second iteration of the assigned uses for the six KBH trailers, and also for our other open and enclosed trailers, reefers, storage railcars, etc.

Steve Huse has delivered two sets of heavy duty storage racks donated by Sentry, for use in the south end of the Pennsy RPO car, for storage of heavy castings, such as brake value parts.

Our March Blitz Project on Saturday, the 17th, resulted in clearing out a considerable area on the west side of the LA&L RR tracks, just north of the fence gates. This will enable the start of relocating all our construction equipment to face east, farther away

from the LA&L RR tracks, as part of a major new strategy by the Construction and Heavy Equipment areas in the Northwest Quadrant.

Steam Program

Boiler Lagging Removal

Track #6 is being extended Southward to support combined removal of lagging on both the Vulcan #12 and the Heisler #1.

We have a plan for cab removal and storage for both locomotives as soon as weather permits.

Several options have been suggested by Art Mummery, John Redden, Dale Hartnett and Dave Luca for the enclosure for lagging removal.

Vulcan #12

John Redden, Kevin Klees and Ron Amberger continue to remove ever more flues/tubes, even faster, with their improved tooling.

As soon as lagging is off, we want to get contractors in for inspection and quotation on any needed boiler, firebox, crown stay, etc. repair work needed.

Heisler #1

Ron Amberger and Co. have been getting appliances ready for removal off pressure vessel jacket in preparation for lagging removal.

Once lagging is off and pressure vessel has been inspected and ok'd, we can begin reassembly of refurbished appliances and initial checkout for operation using compressed air.

Meanwhile, Ron Amberger and John Redden are firming up options for a steam generator to charge the pressure vessel.

Thanks to

Al Pastorell for planks, 4x4's, cabinet, door, Plexiglass, scaffolding and thick plastic sheeting.

Bob Mader for 10'x10' portable enclosure/booth tent for special events.

Tom Webster for heavy equipment information and strategy.

Art Mummery and Rand Warner for two round trips to Fort Drum to pick up generators.

Dan Waterstraat for a completely outfitted tool board rack for the Restoration Building.

Four Quadrants Vision

Rand Warner, Coordinator

Northwest Quadrant

A priority for the year 2001 is to acquire usage of the Northwest Quadrant area north of highway 251 and west of the LA&L tracks, up past the cattle underpass on LA&L and west ward to the hedgerow at the creek.

To this end, a preliminary map, outline, request, and data package has been provided to our Chapter's Attorney of Record.

We will be working with NYS/OGS and our attorney to acquire easements for our trackage and mini-industries as discussed previously for this NW Quadrant area.

We will be following a similar approach and format to that which successfully resulted in our acquisition of easements for our trackage and Restoration Facility in the Northeast Quadrant, also from NYS/OGS.

Positive discussions for the NW Quadrant have been underway for the past year with the same people at NYS/OGS that we worked with for the Northeast Quadrant back in the early 1990's.

Making the Northwest Quadrant area a reality will have many immediate and long term benefits to R&GVRM and our visitors. It will also tie in with plans for a switch connection from LA&L RR into the NW Quadrant, as discussed with and approved by LA&L RR earlier. This switch would benefit both R&GVRM and LA&L RR in the years to come.

Wanted

- Rip rap, concrete or stone, in pieces not larger than a foot.
- Relay switch timbers and relay ties.
- Railroad ballast #3A crushed stone.
- Skid steer loader.
- Cantilever jacks for passenger car work.
- Heavy duty walk behind brush cutter.
- Girder drill with magnetic chuck base.
- Tract motors, GE #747.
- Gear boxes, GE #GA22.
- Wood wedges 1-ft. long made from 4'x4' or 2-ft. long made from 6'x6' material.
- Engineers surveying transit with tripod and case.
- Engineers dumpy level with tripod and case.

Construction and Equipment

By Joe Scanlon

Even though we've had a real hard winter, the activity level at the museum hasn't slowed down. Just poke your head in the Restoration Building on any given Saturday and see what's going on. Scott Gleason, Dan Waterstraat, Neil Bellenger, Rand Warner and helpers are getting the Ford line truck back in to good operating condition with lots of work on the hydraulic systems and the auger head. Chris Hauf is tearing in to the ex-Army Caterpillar D7 bulldozer with gusto, prepping it for an engine transplant. Tom Tucker, not to be outdone by his good friend Chris, is attacking the Chapter's Caterpillar D4 bulldozer from radiator to drawbar, and not leaving much in between! Tom is also getting the Chapter's tiny ATC bulldozer real close to being operational. Art Mummery is the ring leader, going from one job to the next offering technical assistance and words of encouragement, keeping everyone marching forward with their projects. Jeremy Tuke has initiated a major cleanup of both the Restoration building and the equipment display yard, utilizing our newly acquired ex-KBH storage trailers as resting places for the dozens of pallets full of critical materiel which we have acquired. Jim Johnson and Charley Harshbarger took responsibility for cleaning up and organizing the Flexi-Van trailer. They arranged everything in orderly fashion, then installed two workbenches against the wall. Not only can you now get from one end to the other, you have a place to work on stuff! Thanks to the efforts of dozens of eager volunteers, the Restoration Building and the equipment display area are cleaning up nicely, but there is still plenty to be done to "clean up our act." A lot of our operational heavy equipment is working on this effort, including our Upstate Milk Diamond-Reo Raider road tractor, our Ford fork lift, Austin-Western cherry picker and ex-RG&E Trojan loader, sometimes all at the same time! It's really impressive how much work you can accomplish with the right equipment and eager manpower! Art Mummery has devised a plan layout to organize our heavy equipment West of the L.A.&L. rail line to make it an orderly display for the enjoyment of our visitors. Come on out and watch it (or help!) come together!

Leadership Is

- ? Delivery
- ? Example to others
- ? Nurture of others
- ? Empowerment of others
- ? Integrity to all
- ? Credibility to all
- ? Sincerity to all
- ? Capability
- ? Enablement
- ? Vision
- ? Insight
- ? Wisdom
- ? Insight
- ? Wisdom
- ? Passion
- ? Persuasion
- ? Persistence
- ? Perseverance
- ? Communication
- ? Momentum starting
- ? Obstacle overcoming
- ? Creative approaches
- ? Thinking out of the box
- ? Foresight and planning
- ? Protecting future options
- ? Willing to take prudent risks
- ? Willing to learn from mistakes
- ? Willing to share & delegate responsibility
- ? Encouraging teamwork
- ? Recognizing contributions of others
- ? Encouraging input from others — listening
- ? Giving others enough rope to run with
- ? Being responsible and responsive
- ? Being accountable
- ? Achieving objectives
- ? Recruiting/finding resources
- ? Delegating authority with responsibility
- ? Providing a span of control sufficient for people to accomplish their assigned responsibilities.

To Go With the Leadership List

There are two trustee positions open for election come May. If you are interested in setting policy for the Chapter, contact Janet Dittmer (See Page 2 for more details.) However, there are plenty of other areas in our Chapter to be a "Leader".

Car #168 Makes the Trains Magazine

In the current (May 2001) issue of *Trains Magazine* under Preservation Points on Page 82, you will see a photo of NYMT's Ex-P&W Car 168 under live overhead. Accompanying the photograph is an article, apparently submitted by Jim Dierks, outlining the history and current progress being made on our joint endeavors.

Have faded slides?

Also in the May 2001 issue of *Trains Magazine* on Page 88, you will find a method of rescuing your faded slides, which should also apply to faded photographs. The article is illustrated with before and after shots. Adobe Photoshop was the program employed in this case. Other views appear on Pages 62-65 for an article on a derailment that occurred in Nebraska in May 1964.

NYMT looking for Magee's Scrapbooks

In the March 5 issue of the *Democrat and Chronicle*, Carol Ritter, in her column, tells of NYMT personnel having seen at least four scrapbooks assembled by Harry Magee who operated the Magee Transportation Museum in Bloomsburg, PA before the disastrous 1972 flood. NYMT has one of his scrapbooks, and because of the numbering system used, Jim Dierks expects that more exists in an antique store or collection.

Since NYMT acquired numerous items from Magee's museum, including Trolley #157, NYMT would like to find if other scrapbooks exist and obtain copies, if possible.

RailAmerica Tours

A recent ad in the local paper informs the reader that RailAmerica is sponsoring a number of tours that will depart from Rochester this summer. Information may be obtained by writing: RailAmerica Tours Inc., 5000 Northwind Dr., Suite 226, East Lansing, MI 48823, or call toll-free 1-888-777-6605, or visit the web site at <www.railamericatours.com>.

Edison's depot refurbished

Thomas Edison learned to use the telegraph in a Port Huron, MI depot. This 1857 railroad depot has undergone a \$1.5 million refurbishment and is now designated Thomas Edison Depot Museum, and was opened on Edison's 154th birthday anniversary (Feb. 11 – also your editor's but a little more recent!).

Amtrak News

High finance? Reading the various articles and tables about Amtrak's current and future financial situations "dumbs" this editor's mind! There are all kinds of tables published on capital and operational needs.

According to one chart, the amount of rail capital spending, as share of total transportation capital spending by selected countries is as follows: Germany: 21.7%; France: 20.7%; Britain: 17.8%; U.S.: 0.4%. [Source: NARP News, March 2001].

There has been news items that Amtrak may scrub some of the current upper NYS trains. This concerns Jim East, our Trip Chairman, as it may affect our Chapter's Christmas Trips this year. All of the three trips are sold-out indicating their popularity. However, cancelling any of the scheduled trains between Rochester and New York City for these trips would cause major headaches.

Jim has requested that you make your feelings known to your area congress persons. These trips do provide income to the Chapter.

NYC Convention near Syracuse

The New York Central System Historical Society will hold their annual convention in Syracuse at 441 Electronics Parkway, Liverpool on Saturday, April 28.

On the agenda, three slide shows, model contest, memorabilia displays, dealer tables. Admission is \$5.

ALCO Centennial

May 26, 2001 will mark the official centennial of the American Locomotive Company.

The week-long celebration will be held in Schenectady, N.Y., the headquarters of Alco and will start on Friday, May 18 and last thru Saturday, May 26. Events scheduled include a train ride, talks by William Withuhn of the Smithsonian, "trolley" tours, a birthday party with cake, tours of the old ALCO plant, reprinting of two ALCO history books, exhibits at the Schenectady Museum and other activities. [Bridge Line Historical Society *Bulletin*, Feb. 2001 and *Tower Topics*, April 2001]A

Adirondack RR News

Adirondack Scenic begins trips

On May 26-28, The Adirondack Scenic RR Lake Placid-Saranac Lake round trips begin. They depart Lake Placid at 10am 12:30pm and 3pm; depart Saranac Lake 11:15 am, 1:45pm and 4:15pm. Information: (315) 724-0700 in Utica or (315) 369-6290 in Thendara.

Peter Gores named manager

Peter Gores has been selected as the new general manager for the Adirondack Scenic Railroad pending the completion of contract negotiations.

Peter is a member of our Chapter, and while living in the Rochester area, was an active member of our group.

Rail Fan Weekend

Rail Fan Weekend will be held Father's Day weekend, June 15-17 at Thendara Station in Old Forge. A weekend pass is \$30 per person and \$20 for NRHS members. [all from *Tower Topics*, April 2001]

Is Rochester the "Odd-City-Out" Here?

On February 22, the Mayor of Rome, NY announced that the city's VIP bus headquarters would be moving from downtown to the Rome railroad station. This station is currently undergoing refurbishment. This will provide service between the downtown area and the station both inbound and outbound, and provide the station with personnel, which it now lacks.

In addition, plans are to acquire land across from the station to expand the transportation hub. It is hoped that the boost in traffic on Martin Street, where the station is located, will lure other businesses to move or start operations near there. Also, Greyhound officials are being contacted to return their bus service to Rome.

Multi-modal transportation facilities have or are being established in other New York State cities. They include the Syracuse Regional Transportation Facility, Utica Union Station and the currently under-construction Rensselaer Amtrak station to serve Albany. They all include bus lines as well as railroads. Of these, Utica Union was the forerunner and has a beautiful refurbished station in the downtown area. [*Tower Topics*, April 2001]

But, Rochester had to hastedly demolish our "grand dame" of the NYC Claude Bragdon designed building! Now we are looking at the construction of just a bus terminal on Main Street, for which most of the funding has been obtained, with no plans how to incorporate service with Amtrak.

Editor's Corner

No photos for this issue: 1) Scanner isn't working; 2) The Pentium computer has the 'hiccups'; 3) 600 dpi printer on sick list; 4) Don't really have any pertinent photos.



In our Archives is the first payroll ledger of the Rochester, Lockport and Niagara Falls Railroad. This RR grew in employment just as fast as today's dot-com companies — and they lasted longer! Story coming up.

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Chapter Meeting & Program:

To Be Announced

April 19, 2001

40 & 8 Club

933 Universtiy Ave.

If your name is **NOT highlighted**, this is your **last** issue - see Page 2!

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 \$5.00 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.

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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]

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