



The Semaphore

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

March 2002
Volume 44, No. 6

Program for Mar. 21:

Member's Slide Night

by

Come early and see John Stewart if you have slides to show. Also, if you have any railroad related items you would like to share with us, bring them and put them out on the display tables.

Program Committee

John Stewart 387-9185
Bill Limburg 586-9470
Dan Cosgrove 352-6931

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

Library Hours

2 to 5 PM

Sunday, Mar. 24

Library Phone: 872-4641

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"Campers" enjoying a night out in one of the Museum's cabooses. Chris Hauf photo

SPRING IS HERE, THE GRASS IS RIZ, I WONDER WHERE THE VOLUNTEERS IS??

by Bob Miner

Well spring will soon be here and before we know it FALL will be along too. Fall means our Fall Train Rides through picturesque Wayne County. Those rides can generate a lot of cash for the chapter.

Our core of dedicated volunteers need cash so they can restore our collection. Without cash they are limited in what they can restore. How are we going to finish restoring our two STEAM locomotives ? It will need new parts, insulation, paint etc. All that takes cash.

Cash comes from a verity of sources. Member dues & contributions, Jim's Amtrak trips, museum admission, gift shop sales and the Fall Foliage rides.

Two of the above require many volunteers to make them successful. You see the two museums, NYMT & R&GVRRM, split the admission and gift shop profits. The visitor enters at the NYMT, buys the ticket, visits both museums and exits through the gift shop, at the NYMT. From Mid May to November the museum requires a ticket seller and gift shop clerk. The museums are open from 11 to 5 on Sunday. You see that is only a few hours so why not sign up to help.

The Fall Foliage train brings in the most cash. Our restoration and equipment maintenance depend on the income from the Fall rides. Jim East manages to get enough volunteers to be there on the train ride days.

What we DO NOT have is someone to oversee the ticket sales.

We get people to answer the phone and take ticket orders. We need one or two people to be in charge of ticket sales. That is to keep track of how many tickets have been sold for each ride and get the tickets to the customer. It is not a hard job but it requires dedication for September and October. A team could split up the job but accurate records must be kept so the train is not over sold. When a customer calls and wants to know where the tickets are they ordered we must have records to answer the question.

So you see cash is not the cure for everything. We need people to make things happen. If each member donated \$500.00 a year we would not need to run the train or open the museum, but there some things money can't buy.

Call the Miners at 671-3589.

Take Note:**Track Car Operator Training**

by Jeremy Tuke

Track Car Operator Training will commence this year with the following schedule:

Sat. March 23, 9:30-11 AM: Classroom

Sat. April 6: 9:30-11 AM: Classroom

Sat. April 20: 9 AM: Classroom

10:30 'till whenever; Hands-on operating (weather permitting)

Sat. April 27: 9 AM - Noon: Operating training

Sat. May 4: 9 AM - whenever: Operating and "catch-up"

Sunday May 19: OPENING DAY

Operators will be required to attend a minimum of one classroom and one hands-on training session, more are encouraged. More details will follow.

Call or e-mail Jeremy Tuke for details or questions! Jeremy &

2002 Rochester Chapter Sponsored Amtrak Escorted Rail Tours

by Jim East

1. Boston 3-Night Fall Foliage Escorted Tour by Rail: October 18-21 (Friday-Monday)

Three nights in a downtown Boston hotel, deluxe continental breakfasts each day and day trip to Salem and Marblehead.

2. Thanksgiving Escorted Tour to New York and the Macy's Parade. November 27-30 (Wednesday-Saturday).

Three nights in a hotel with three continental breakfasts. Thanksgiving Dinner. Admission to new Madam Tussand's 42nd Wax Museum and tour.

3. Pre-Christmas Escorted Tour to New York. December 5-7 (Thursday-Saturday)

Two nights in hotel, two continental breakfasts, one dinner. Orchestra seat for Broadway's new production of "Oklahoma" and tour.

4. Pre-Christmas Escorted Tour to New York. December 13-15 (Friday-Sunday)

Two nights in hotel with two continental breakfasts, one dinner and tour. Orchestra seat for Christmas Show at Radio City Music Hall starring the Rockettes and tour.

For more information and reservations, telephone Jim East: 585-377-5389. These trips quickly sell out.

Chapter Members in Print

One of the strengths of our Chapter is the frequency our members' work appears in print.

The March edition of *Mainline Modeler* features dioramas built by Donovan Shilling. Harold Russell took the photos for the article. A number of years ago Don started building dioramas depicting historical scenes. These dioramas serve as both a springboard for education and as true works of art.

Model Railroader's March, 2002 edition features an article on the history of PRR's H21g class of coal hoppers. The article contains photos of Chapter's PRR 747803 hopper car and scale drawings for modelers. Harold Russell shot the photos and drew the plans.

Coming soon, a scale drawing of the PRR's Sodus Point Coal Dock. The original HO-scale rendering on this structure was 10 feet long!

Membership ReportBeth Krueger, Chair
Janet Dittmer, Assistant**No new members.****Address Change:**

David Monte Verde
c/o GVT Rail System
8364 Lewiston Road
Batavia, NY 14020

Any corrections/address change?

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to P.O. Box 23326, Rochester, NY, 14692-3326. Please no phone messages. Changes and omissions will appear in the April issue.

Our Condolences to

Bill Chapin whose wife, Ruth, passed away on 24 Feb. She attended many Chapter activities. Condolences may be sent to Bill at 647 Ridgemont Drive, Rochester, NY 14626, or call 225-5152

Dale Hartnett whose wife's father

Membership Rates:

(as of Feb. 1, 2002)

National + Chapter	\$40
Above as Family membership	\$52
Local*	\$20
Local* as Family	\$29
(* Holds National membership elsewhere)	
National only	\$20
National Family only	\$23
Subscriptions only:	\$8
All discounts expire on February 1.	

Area Code Change

The area code for the Rochester area is now **585**.

Subscription Price Increased

For those who subscribe to *The Semaphore*, the yearly rate has been increased to \$8.00. Increased postage and printing costs makes this necessary. Depending on how one accounts for costs, this increase may still not cover the cost of the

Rochester Junction Program

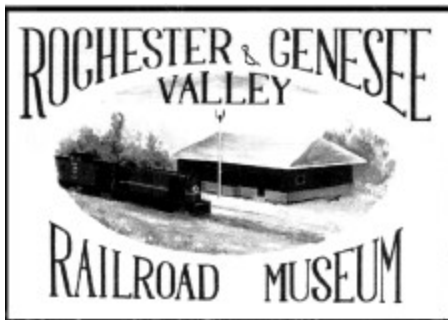
The Honeoye Falls-Mendon Historical Society is calling for input for an open roundtable forum "'Rochester Junction" to be conducted on Thursday evening, May 2, 2002. Walking tour of the Junction will be at 6 PM; forum at 7:30. Bring photos, memories and memorabilia. To participate, call Paul S. Worboys at 624-9803.

RIT Model Train Show: Mar 24

RIT students have HO model train layout and will be hosting an "open house" on Sunday, March 24 from 10-3 in the cafeteria at the RIT Student Union. Several of our Chapter members are active in this club.

Contributors to this issue

Dick Bean, Janet Dittmer, Jim East, Dale Hartnett [DH], Chris Hauf, Bob Miner, John Redden, Charles Robinson, Don Shilling, John Stewart, Jeremy Tuke, Rand Warner.



Rand Warner, *Director Emeritus*

Ambiance at Webster

by Rand Warner

As discussed in the last *The Semaphore*, we are trying to improve our effectiveness, productivity and support at Webster—for volunteers working on our excursion trainset.

Progress to Date:

Rand Warner and Bob Miner have moved into the spare coach, a heavy duty steel topped workbench donated by Palmer Lindblom. It is now set up with a 1/2" bench-top drill press, and a 6" bench-top grinder.

1/4" drive and 3/8" drive socket sets have been donated by Rand Warner. We already have 1/2" drive and 3/4" drive on hand at Webster.

An inventory of hand and power tools is being taken to determine additional needs.

A coffee table/cabinet and folding chairs have been moved in and set up in the spare car for a break area.

A donated small air compressor is also moved in.

Plans for Near Future:

Dedicate an AC and/or DC welder and relocate to Webster.

Dedicate a 3500 to 5000 watt generator and move to Webster.

Dedicate a larger gas driven air compressor and move to Webster.

Acquire a set of shop trucks and move to Webster.

Dedicate a Trackmobile and relocate to Webster.

Acquire a torch outfit for the excursion trainset.

Consider a dedicated fork lift—such as propane powered tow motor.

Dedicate a crane to Webster.

Relocate a storage trailer to Webster.

NOTE: With arrival of warm weather in April, we will begin in earnest on brake work, diaphragm installation, HEP wiring, "Alonzo" mods, etc.

Get details from Dave Luca, Trip Com-

Traction Action

by Rand Warner

Charles Lowe of NYMT and Rand Warner of R&GV RM have been discussing a global approach to our joint trolley collection, restoration and operation.

We have been reviewing the needs for restoration of each of the NYMT and R&GV RM trolleys, and looking at all the available restoration parts collectively between NYMT and R&GV RM vs. these needs.

Charlie has made a great first cut spread sheet of available parts vs. needs of various cars and will be updating this listing as new data becomes available.

This allocation listing is a very MAJOR step forward in jump starting restoration efforts and augmenting restoration plans for our NYMT-R&GV RM traction collection.

By knowing which parts are, and are not, available for our various cars, we can focus on restoration efforts around available parts matchups—and also focus our search efforts on specific parts needs to fill gaps in our match up needs.

In addition, we have enough parts from some cars to be patterns to make parts for other cars, for example:

Pilot from #157 to #206 and #409.

Coupler mountings on #107 for #206 and #409.

Flag brackets #161/168 for others.

Roof walks #161/168 for others.

Body bolsters from #107 are now being replicated for #206, and can also be replicated for #409 if desired.

All of the above is indeed very, very good news for the combined traction collection.

Landscape Equipment

by Rand Warner

Lawn mowing and grass cutting needs of the R&GV RM are addressed with three different tractor mowers:

John Deer 12-hp rider with 47" mower deck, donated by Rand Warner and overhauled by Dick Bean.

International Cub Cadet 12-hp rider and 46" mower deck, donated by Larry Fennessy, and fixed up by Bob Mader for regular use.

Our latest, an old 1950s Farmall 4 cylinder tractor, with offset engine and seat, and 40" woodmower for rough cutting. Bob Mader has this unit running now after several months work. It was donated by Paul Henderson.

SPRUCE UP TIME AT MUSEUM!

With about two months to go before we open for the season, it's time to start sprucing up the grounds to prepare for our first visitors. Key dates in 2002 operating schedule:

Sunday, May 19

Opening Day (Joint operating season)

Sat. and Sun., August 17-18 **Diesel Days**

Sunday, October 27

Final Day (Joint operating season)

There are also special events days for operating the **Casey Jones Track Car** (tentatively June) and **Model Gas and Steam Engine Weekend** (tentatively July).

We need to do many things before Opening Day:

- Identify and fix any potential safety hazards.
- General cleanup of outside display area.
- Train and re-certify track car operators. Position display cars in yard.
- Clean interior of all display cars.
- Wash windows of all display cars.
- Build new display for South Waiting Room.
- Clean Depot thoroughly.
- Wash Depot windows.
- Paint TC-3 and its trailer.
- Paint steps and picnic tables.
- Develop pictures and text for 8 new information lecterns.
- As much as possible, move unfinished projects and "support" items out of sight.
- Produce adequate supplies of brochures and handouts for museum guests.

We also anticipate re-roofing the Depot before opening, so we will have an extra challenge to take care of materials from that project. If you plan on starting a project, you should be working in the Restoration Building area, rather than in the Display Yard. If you are finishing up a project in the Display Yard, please be extra careful about picking up all materials so that we can keep our

WHO KNOWS?

Who can donate machine tools?

Who can donate cantilever jacks?

Who has a local photo of milk cans ready to load on rail cars? [DH]

Trolley Power Substation

Facilitator: Rand Warner, 425-5886

Progress:

A number of activities related to our joint R&GV RM/NYMT implementation of a commercial powered substation for the 2002 season are now underway:

A listing of interface action items has been published and updated.

A strawman schedule indicating required activities has been distributed.

Parts are being removed from the former diesel generator substation.

Electrical inspection/underwriter's permit application has been picked up and filled out.

Building inspection/permit application picked up and reviewed the Town of Rush.

Preliminary specifications issued.

Preliminary schematics issued.

Review comments being solicited from knowledgeable resources.

Critical parts identified and allocated.

Inquiries made for prefab all-metal buildings 8 x 10 foot print.

Requests for quote put out for 6'x6'x2' all-steel equipment cabinets.

Various options on overhead and underground wiring are being investigated.

Electrical code questions reviewed with electrical code inspector for Town of Rush.

Various options for a physical enclosure being investigated.

Electrical operating procedures are in the works.

Thanks to:

Jim Johnson, Dick Holbert, Scott Gleason, Neil Bellenger, Ted Strang (NYMT), Bob Miner, Dave Johnston (consultant), Fred Perry (consultant), Dave Shields, Sue Wilson (NiMo), Terry Clark (UL/EE), Ed Van Horn and Rand Warner.

How you can Help

Please let us know (Rand Warner or Ted Strang) of any available, sturdy, all-steel buildings you know of with a footprint about 10 x 12 feet..

Plans for Next Month:

Make decisions on schematics, wiring, and physical enclosure and location.

Western Chapter soliciting recipes

As a fund raiser, the Pacific Northwest Chapter, NRHS, wishes to publish a recipe (cook) book. They noted that copyright recipes cannot be accepted.

Leatherstocking Chapter Celebrated

This Chapter celebrated their 20th Anniversary at a banquet on February 16. Congratulations!

Motive Power Update for December

by John Redden

Steam Locomotives:

Final preparations are underway for the lagging removal project on our two steam locomotives. Spearheading this effort are Ron Amberger and Kevin Klees. All remaining auxiliaries have been removed from the Heisler fireless locomotive and taken to our storage location by Ron, Kevin, Rand Warner, Jeremy Tuke, and John Redden. The Restoration Building has taken on a new look, with the two steamers parked inside, ready for further work.

Diesel Locomotives:

Three of the larger locomotives (211, 79, and 9) have been parked on Siding 6 for winter storage. Rick Israelson and John Redden have done periodic inspection of their battery chargers over the past several months. This is a critical "behind the scenes" task that helps to keep the very expensive batteries from freeze damage in the winter months.

Engine 1941 continues with more air brake pipe renewal, a job which will be concluding this Spring. Jeremy Tuke and John Redden replaced another main-reservoir pipe this month, and started work on installation of the new main reservoir.

Jim Johnson and John Redden did a hipot test on two of the remaining traction motors on the recently-acquired U.S. Government 80-ton locomotive. The results of this testing were favorable, giving us some cautious optimism that these motors might be able to operate without significant repairs.

Gasoline locomotive repairs to the Buda engine for our Plymouth model BL locomotive are continuing. The cylinder block should be back from the contract repair shop, by the time that you read this. In fact the engine will start to go back together in March. Stay tuned for further updates on this developing story. . .

Track Department Update

by John Redden

The weather has not been too conducive to doing much trackwork recently. However, we have managed to make adjustments to the frog on Switch 6 this month, with a team that included Rand Warner, Tim Tuteken, John Redden and the Young Railfans. This adjustment will, we believe, reduce the rather noticeable bump that has existed at that location for many years. So, when riding (or driving) a track car, locomotive, or caboose this year, check out our new, smoother Switch number 6.

Passenger and Freight Car Update

by John Redden

Bernie Cubitt has done a great deal of work on the Stillwell coach over the Winter months. He has formed (by hand) and installed, many window sills in this car.

Rand Warner recently painted the Eastman Kodak tank car, which is currently located at the N.Y.M.T. It looks dazzling in its new coat of silver paint. Next up is the original Eastman Kodak lettering, to back-date it to the 1930s.

Rand also continues work on the interurban line car. Included in this work is a new coat of bright yellow on the North end to match the previously restored South end.

Chris Hauf and Rand Warner recently performed emergency surgery on the New York Central caboose. Just prior to the Winter Sleepover, it was discovered that the chimney for the coal stove had rusted and opened a sizeable hole. They located suitable materials, and had the stove operable in plenty of time to keep several campers warm that night.

Slope Failure Repair Update

by Dale Hartnett

Phase 1 of slope failure repair on the east side of the mainline to NYMT has been completed.

The failure appears to have been caused by erosion as standing surface water leached through a backfilled trench near one of the drains from the Restoration Building.

Scott Gleason and Dan Waterstraat have moved extra earth to the area at the top of the bank. This earth will be graded to encourage standing water to flow toward drains.

Broken concrete and rip rap have been placed in the eroded areas to reduce the velocity of any water flow on the slope and keep the remaining soil in place. Silt fence at the top and bottom of the embankment should help keep drains clean.

Thanks to the many people who helped with the project: Charlie Marks, Jesse Marks, Mark Wiczorek, Dale Hartnett, John Stewart, Jeremy Tuke, Sam Swisher, Rand Warner, Tim Tutekin, Scott Gleason, Dan Waterstraat and others. Thanks also to Joe Scanlon and Art Mummery for giving their technical expertise.

Phase 2 of repairs includes grading the soil at the top of the embankment and "setting" the rip-rap (pressing the stone into the embankment so that it will stay in place).

Museum Musings

by Dale Hartnett

Putting together a new museum exhibit can be both time consuming and a wonderful learning experience.

As many of you know, we are trying to create an exhibit entitled Farm to Market: How the Railroads Helped Grow New York's Agriculture which would debut in 2003.

Part of the search for information and artifacts led John Stewart and me to a collector in Ionia who has a small but wonderful private display of mostly hand-operated farm implements, including corn shellers, bean sorters, cultivators and even an apple slicing machine.

John and I were in for a special treat because the collector (Ron) does not normally open his collection to the public. Ron had spent most of the morning arranging his tools so that we could inspect them in detail. My father had been a farmer when I was very young, so I was acquainted with some of the items. John had never lived on a farm, so nearly everything was new to him.

We spent nearly 2 hours in Ron's barn, asking questions, examining different artifacts and discussing farm life. It was a thoroughly enjoyable afternoon!

It occurred to me that the visit John and I made to Ron's collection is probably not all that different from a typical visit to the Rochester & Genesee Valley Railroad Museum.

Here are some of the things Ron did to make our visit special:

He thanked us for coming. Even though he had gone to extra effort to make everything he had presentable to us, he was a gracious and grateful host. That made both of us feel very comfortable.

He was enthusiastic about his collection. There is a contagious joy when there is enthusiasm.

He was knowledgeable about his subject matter. It was obvious that Ron knew much more than he was telling us. He didn't try to force every bit of his knowledge on us. Rather, he gave us a brief description of what a tool or implement did and what made it interesting. If we wanted to talk more or ask questions, he often told stories of people who used the tools and why they were used. Ron let us guide the visit.

He demonstrated some equipment. For example, he brought some apples from the house to show us how an apple-peeling machine worked. Then he ran the peeled apples through the apple-slicing machine.

He also showed how a reversible 1-bottom horse-drawn "side hill" plow could cast a furrow to either the left or the right and how to adjust the cams in a 1-row planter to allow different spacing for different seeds.

We came away with an appreciation for the clever and elegant solutions people had dreamed up long before computer chips.

Our visit raises questions for those of us who meet the public at our museum.

? Are we welcoming?

? Are we enthusiastic?

? Are we knowledgeable in a helpful (not "showy") way?

? Do we tell stories of people who worked on railroads or were affected by railroads?

? Can we help our visitors come away with a new appreciation for the industry we all love?

None of these are big things. But as a former teacher of mine used to say

An Interesting Question

The February 2002 *Trains* gives a profile map of the four major eastern railroads (pages 48,49). According to this map, NYC used pushers east of Buffalo for both eastbound and westbound trains, the former being a longer grade. In the April issue, John Rose of Rochester wonders if #999 speed record of 112.5 mph wasn't assisted by the descending grade between Batavia and Buffalo. He notes, regardless, it was quite a achievement on May 10, 1893.

Thanks To ...

Gene and John Redden for a lead on a possible replacement stove for the Depot

Rand Warner for painting the Museum's former Kodak tank car

Dick Holbert for Teaching Young Railfans how to use track tools safely

Everybody who helped with the Winter Caboose Campout

Randy Bogucki, Tom Webster, John Stewart and Chris Hauf for cutting up the woodpile in the Construction Yard

Cliff Rogers for getting alternator bracket welded for Burro crane.

Rand Warner for electrical and mechanical parts, tools and fasteners for Burro crane, silver paint for EK tank car, yellow paint for line car, tire repair for Trackmobile, structural steel for Fairmont track crane.

Bob Mader and Art Mummery for help with getting hard to find rim for rear tire on Farnall tractor.

Scott Gleason for donating cost of tune-up kit for International tractor backhoe.

Wanted

For Ambiance at Webster:

- Cantilever jacks for working on excursion train car set at Webster.
- Heavy duty Sawzall, or equivalent, for trainset support at Webster.
- Heavy duty angle grinder for trainset support at Webster.
- Abrasive cutoff saw for work on trainset at Webster.
- Pair of shop trucks; friction bearings are OK.

Gas powered air compressor: The R&GV RM is looking for the donation of a 5 or 6 horsepower, gasoline powered, wheel barrow type contractor's air compress (a good example is an Ingersoll-Rand Model SS3J5.5GH-WB) in good working condition for a variety of tasks around the museum including paint preparation and finish painting. If you have something that you think might work, please contact Chris Hauf (381-8583, <crhauf@frontiernet.net>).

Young Railfans Recruiting New Members

by Dale Hartnett

Here's a great chance for young people interested in railroading to learn more about their interest and get some "hands on" experience at the Rochester & Genesee Valley Railroad Museum. The Chapter's Young Railfan Venture Crew will hold a recruiting meeting on **Wednesday, March 27 at the Winton Road Library** (corner of Winton Road and Atlantic Avenue in Rochester).

The group is open to young people (male or female) aged 14 to 21 under the auspices of Boy Scouts of America.

Over the past 3 years, the Young Railfans have learned about railroads and railroad museums and worked alongside museum volunteers in a number of areas, including restoration, track building and track maintenance, museum displays and train and track car operations.

The goal of the Young Railfan program is to give young people an opportunity to explore their interests and develop skills that will help them later in life.

The Young Railfans typically meet on two Saturdays per month at the museum.

If you know anyone who might be interested in learning more, they can attend the March 27 recruiting meeting or contact the group's advisor, Dale Hartnett at 585/243-0139.

Young Railfans Learn About Trackwork

by Dale Hartnett

One of our purposes with the Chapter's Young Railfan program is to provide an education component to members of our Young Railfan Venture Group.

Dick Holbert has picked up the ball in this area by offering a series of three classes on track structure and maintenance. Young Railfans have learned about track structure from rail to roadbed.

Dick has supplement his talks with FRA materials on track structure and interesting videos showing a resurfacing gang doing tie replacement and track ballasting, installation of concrete ties, and how an undercutter works to change elevation and replace dirty ballast with fresh stone.

The final class will involve safety training on the proper use of track tools.

We welcome similar programs from other interested museum volunteers who may want to share their knowledge.

The Young Railfan group will hold a recruiting meeting for additional members in March. If you know a young person between the ages of 14 and 20 who might be interested in joining the group, contact Dale Hartnett (585/243-0139).

Library Report

by Charles Robinson, Chairman

The Rochester Chapter NRHS Library will be open for general use on **Sunday, March 24 between 2:00 and 5:00 PM**. Come on out to see our collection of rail magazines and books. I am certain that you will find something interesting.

We are putting the last pieces of the Charles Belt collection in proper locations in the library. Bob Miner and Steve Oagley have gone through the part of the Belt collection that is in Carousel trays and have identified more completely the contents. Bob Gabbey has come out to the library to look at some of the Belt slide collection and has pronounced them to be of exceptional interest. This collection of 35 mm slides has all been mounted in transparent sleeves so that they can be easily viewed. We do desperately need someone to help organize the collection. The library staff must now concentrate on going through the other important donations to the library that need to be filed.

Jerry Gillette has sorted out the timetables from Sam Grover's collection and has grouped them according to railroad. He found some interesting stuff: New York Central timetables from the 20s and Rochester interurban timetables from that era. The library does not loan out timetables, but one can copy them on our copy machine for your records.

We hope to see you at the library, Sunday afternoon, March 24.

The Rochester and Genesee Valley Railroad Museum's Burro Crane

by Richard Bean

The Crane when placed in operation will be a useful tool and an antique also as it is more than fifty years old.

Recently, there has been more help to make the necessary repairs. Just about every one at the Museum has done something to help further the completion (Thank You).

Cliff Rogers and his son, David, come in almost every Tuesday and have installed two 12-volt battery compartments and 12-volt lights along with running cables. They also bolted in some sheet metal.

The engine needs some parts and Art Mummery has ordered what is needed. The motor mounts have been made and are in place. We are in need of a small air compressor that can be operated off of the diesel engine. And a bracket for an alternator.

The throttle and foot accelerator need to be worked on and installed. Also a fuel shut down; Bob Mader is on this.

Rand Warner had a pipe made for the engine and hooked up the radiator hoses to it, along with oil, temperature and ammeter gauges which are mounted.

Most all of the painting has been completed, including the boom which was painted last fall by Bernie Cubitt and myself.

Norm Shaddick, John Redden and others have packed the three journal boxes and have one to go.

John Redden and his dad, Gene, made parts for the control levers and they are being installed.

We are asking for an AC generator for lights and possibly a magnet. The crane originally was equipped with one.

Last month's quiz

It was stated in last month's quiz on US Railroads (pages 5 and 6) that there were two incorrect answers and if you knew the correct ones. Did you?

1. Promontory Point is often given in many histories, but this is a piece of land that juts into the Great Salt Lake. Promontory is the correct meeting point for the Union Pacific and Central Pacific.

2. At one time, Columbus, Ohio was the largest US city not served by Amtrak. Several years ago, SP (now UP) wished to have the road serving Phoenix reduced to freight only status. Amtrak was forced to vacate Phoenix for a more southerly route for their *Sunset Limited* and uses buses to connect with Phoenix, which is larger in population than Columbus.

Train Operations Possibilities

Rand Warner

With the Chapter's collection of railroad equipment at R&GV RM and NYMT, the following operational scenarios could potentially be staged for the enjoyment of our visitors, area railfans, and our members and volunteers:

- ? Multi car freight train
- ? Multi car passenger train
- ? Multi car mixed train
- ? Multi car reefer extra
- ? Passenger trains in sections
- ? Freight trains in sections
- ? Double headed diesel freight
- ? Double headed Diesel Passenger
- ? Staged meets at Switch #6
- ? Staged meets at Loop Switch
- ? Peddler freight/local switcher
- ? Mail and Express trains
- ? Through freight handoffs to local yard switcher.
- ? Trains alternately dispatched from R&GV RM and NYMT ends
- ? Trolley to train transfers and visa versa
- ? Interlaced passenger and freight trains
- ? Interspersed M.O.W. extras
- ? Dispatchers and train orders
- ? Pusher assisted train operations; we have hills at either end.

NOTE: All of the above possibilities can be done with existing trackage. Any new track construction at either end, or a passing siding in the middle, increase our options exponentially!!

For Those Interested in Model Railroading

March 24; 10-3

Rochester Institute of Technology Train Club, Student Union Bldg., Cafeteria, RIT Campus, Rochester, NY.

April 7; 9:30-3:30

Batavia Train Show, Batavia Downs, Batavia, NY.

April 27 & 28; 10am-5pm each day

Finger Lakes Rail Fair & Train Show, The Community Recordation Center, 1757 East Shore Drive, Ithaca, NY (near Lansing). Admission: \$4.

April 27: 10-5, & April 28: 10-4

Annual Railroad Showcase, Keenan Arena, Lockport, NY

Ongoing Display - Various Times

Genesee-N-Gineers NTRAK Display, Irondequoit Mall, upper level near JC Penneys Store. 6:30-9:00 PM on 1st Monday, 2nd Tuesday, 3rd Wednesday, 4th Thursday, and 1st Saturday (10am-9:30pm) and 3rd Sunday (10:00am-6:00pm) on weekends.

R&GV RR Museum Star Brakeman's Lanterns and Denim Shirts still available!

Lanterns are \$25.00 + \$2.00 tax without a battery and \$30.00 + (\$2.40 tax for a lantern with a 6V battery, each. All proceeds go directly toward supporting the R&GV RR Museum.

We now also have available long-sleeve denim shirts embroidered on the left breast with logo of the Rochester & Genesee Valley Railroad Museum.

The Shirts are \$25.00 plus tax (4% NYS Tax) each for adult sizes small to extra large. For sizes 2XL and larger, please add \$2.00. These are GREAT looking shirts!

Both can be ordered at any time by calling or emailing Chris Hauf: 381-8583, <crhauf@frontiernet.net> or send your order and check to the Chapter's P.O. Box to the ATIN Lantern Shirt Fundraiser. [CH]

Looking for data/photos on LV depots

Harold Russell is looking for data and or photos of the Lehigh Valley depots that were located on the mainline west of Rochester, such as LeRoy, Stafford, Caledonia, Batavia for instance.

Harold can be reached at 585/427-9159, <haroldrussell@juno.com> or mail at: 17 Dover Rd., Pittsford, NY 14534.

2002 National Convention

National NRHS 2002 Convention will be held August 19 to 26, based in Williams Arizona. Sponsored by the Grand Canyon Chapter. It begins on Monday in Los Angeles with a two-day steam-pulled trip, and ends with a two-day return trip to LA.

Other trips, including the famous Grand Canyon Railroad, are scheduled.

C&O/B&O Book Updated

For fans of cabooses and also for C&O/B&O enthusiasts, a new book on cabooses has just been released by caboose historian Dwight Jones, author of several other books on C&O, B&O and Western Maryland cabooses. This latest book covers cabooses on public display or owned by private owners.

The book contains historical coverage of over 200 C&O and B&O cabooses from 25 states and Canada: a collection of cars which covers early wood cars right up to the most modern cabooses from 1980. Some cars are shown as basket cases, while other cars have been restored to their original glory.

The book includes 230 black-and-white photos and 7 color photos. The cars are arranged by class or series, and includes a history summary as well as individual histories of specific cars. A full index by caboose number and cabooses from other railroads masquerading as B&O cars. This is the only book currently available that presents historical data on C&O? steel cabooses in addition to the B&O caboose coverage.

This new book is soft cover, perfect binding, with color covers, 80 pages and sells for \$15.95 plus 2.95 shipping and handling (Ohio residents include 0.92 state tax per book). You can order direct from the author and your copy will be personally autographed:

Dwight Jones, 536 Clairbrook Avenue, Columbus, OH 43228; 614-870-7315; <csxcabooses@msn.com>.



Editor's Corner

Getting the February issue compiled, using two computers, was frustrating. Finally found that one had a full hard drive, the other stating it was almost full! At 1 am, had copy ready for the copying phase.

This issue is going much smoother. Finally got the 600 dpi Brothers laser printer to print clean copy—purchased a new toner cartridge. HOWEVER, you may note that the type is much lighter. Will try to make up for it when copying; the sole picture on the master is lighter, hoping that the copier, set for darker copies, will correct the situation.

Chris submitted several of his digital photographs; maybe there will be space in the next issue.

Rochester Chapter National Railway Historical Society
The Semaphore
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Chapter Meeting & Program:
**Member's Slide
 Night**
 by YOU
March 21, 2002
40 & 8 Club
933 University Ave.

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Rochester Chapter NRHS Officers:

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- Mailing:* Dan Cosgrove

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

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. Also can send by e-mail to: gale299@frontiernet.net. **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] (Each block indicates \$1,000)
