



The Semaphore

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

May 2002
Volume 44, No. 8

Program for May 16:

STEAM TEAM PRESENTS STEAM PROGRAM

by "The Steam Team"

"The Steam Team" of **John Redden, Ron Amberger** and **Kevin Klees** will bring us up to date, and what the future plans are, for bringing the Heilser and Vulcan steamers on-line.

Also Elections at Meeting

Enclosed is your ballot for the Election of Officers and Trustees. Please send or bring this ballot to the May meeting.

Program Committee

John Stewart (Chairman)

3 8 7 -

9185

Bill Limburg

Library Hours

7:30-9:30 PM

Monday, May 20

Library Phone: 872-4641



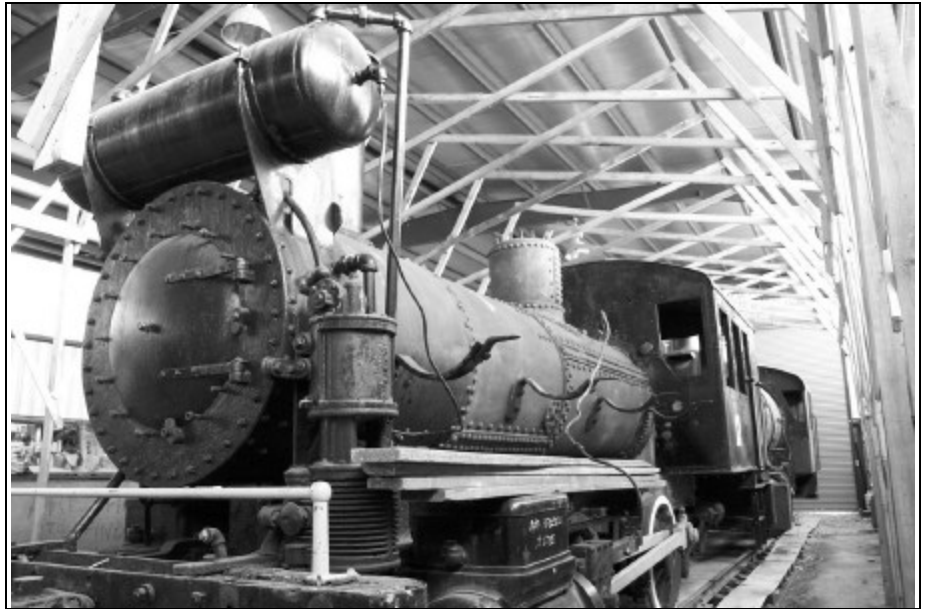
A BIG Boo-boo!!

This Editor has apologized to Membership Chair, Janet Dittmer (on bended knees!), in not remembering that a "highlighted" name on the address label of the April issued meant that the recipient was a PAID UP MEMBER FOR 2002.

So we will try again. If your name on the label **IS 'highlighted'**, it means you are 'a-OK' with your 2002 National and Chapter membership.

IF it is **NOT 'highlighted'**, then you are in arrears and this is **YOUR last issue**.

Sunday, May 19 is Opening Day at the combined Museums. The Track Cars will commence operation.



Here is how the Vulcan 0-4-0 locomotive looks with its lagging removed. This was done in April by approved contractors within an enclosure. John Redden has details on Page 4, Column 3. *Chris Hauf digital photo.*

Come to the Annual Pancake Breakfast Saturday, May 11!

The Young Railfans will sponsor the annual "More Than You Should Probably Eat" pancake breakfast on Saturday, May 11 from 8-10 AM at the Industry Depot.

Bring an appetite because you'll need it for the pancakes, sausage, eggs and home fries. Refill your plate as many times as you like!

Proceeds from the pancake breakfast will be used to support the Young Railfan program at the R&GVRR Museum.

The breakfast is also a good way to kick off a "pre-opening work day" as we need many hands to finish preparations for the Museum's season opening.

Guests are invited to join us, so bring along the entire family. Reservations not necessary—just come out!

"Day of Caring" Resulted in Many Accomplishments

From Chris Hauf's notes

Chris Hauf arranged for volunteers from his Kodak Lab, and Scott Gleason recruited volunteers from Rochester Gas & Electric line crews to participate in United Way's "Day of Caring" at the two museums. John Redden, Dave Luca, Norm Shaddick and Janet Dittmer assisted.

Results at the Industry end:

- ? All weeds were sprayed in the Industry yard and around the Industry depot.
- ? All the half-barrel flower pots were turned over and peat moss added. One still needs some additional soil, but they are ready to plant.

(Continued, with photos, on Page 7)

Attention Track Car Operators!

Track Car operations for 2002 will begin on May 19. Operators are needed. Those of you who have attended both the classroom and operating training sessions are invited to call me (427-9159) or e-mail (haroldrussell@juno.com) to be scheduled. Dates are open from June 2nd on.

Looking forward to hearing from you.

Harold Russell

Take Note:

Track Car Operator Training

Sunday May 19: OPENING DAY

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

If you missed any of these sessions and wish to operate a track car, call or e-mail Jeremy Tuke for possible arrangements.

Jeremy & Martha Tuke 359-8944,
<jnm2k@frontiernet.net>

WXXI-TV to show Train specials

On each Thursday at 8:30 PM beginning May 2: (USA); May 9: (Egypt); May 16: (Norway) and May 23: (Switzerland). *JB*

B&O Museum 175th Anniversary

This Museum is celebrating 175 years of the B&O Railroad through July 2003. Next year's National Convention will be held there.

Should the Chapter consider an excursion to this event by train or bus?

2002 National Convention

You should have received with the last *Bulletin*, registration information about the Convention to be held August 19-26 and based in Williams, AZ. As you would expect, the Grand Canyon Railroad will be featured.

Mark Saturday, May 11 on your calendar — It's the Annual Pancake Breakfast at the Depot.

Editor is on the Net

The e-mail address is:
gale299@frontiernet.net.

Our Sympathy

John Stewart, our Program Chairman, lost his Father on Friday, April 26.

Our Sympathies to John and his family.

Trying to Generate Chapter income

from Bob Miner,

The ex-NYC Coaches, in Webster, are just waiting for people to get them in shape for the Fall.

As in the past, Wednesday evenings are "Work On The Excursion Set".

All but two of the windows still need to be replaced. Adopt a window and work at replacing it. You need an 8' ladder, a large hammer & an impact screw remover. There are two ladders on the train. There is a large hammer and an impact screw remover. All the tools can be purchased at Sears.

Paul Saracen, of OMID fame, has donated three sets of D22 brake valves for the coaches. These need to be cleaned up before we take them to the brake shop for rebuild.

The seats and interior hardware need to be gone over to replace loose or broken hardware.

There is a large tank that is going under the power car, ABC, that is at Industry and has to be moved to Webster and mounted.

We need a DRY AIR supply so the brakes can be tested. The FRA has mandated that we must run a "Single Car Test" on each coach before they can be used to carry passengers. Dry Air is a big deal. None of the Chapters air compressors give out Dry Air. We must build a drying system to use at the train in Webster.

Plans for installing diaphragms and HEP jumpers on the ends of the cars are under way.

The Chapter members must put their time and effort into the projects which result in cash income.

It you do not put more effort into the NYC Coaches, they will become a static display and bring in no cash.

Starting June 1st, I plan to work on the cars in Webster every Saturday.

No one answered my call for Fall ticket work or to sell tickets and souvineers at the NYMT Museum on Sunday. These are directly involved in cash income to the Chapter.

Membership Report

Janet Dittmer, Associate

New Members:

Voted in at the April meeting:

Richard A. Wagner

4 Edgewood Lane

Bergen, NY 14416

585-428-6587

wagnerr@ci.rochester.lib.ny.usa

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 May issue.

Membership Rates:

(as of Feb. 1, 2002)

National + Chapter membership: . \$40

Above as Family membership \$52

Local* \$20

Local as Family..... \$29

(* Holds National membership elsewhere)

National only..... \$20

National as Family only..... \$23

Subscriptions only:\$8

All discounts expire on February 1.

**** NOTICE ****

If you have not renewed your National and Chapter Membership for 2002, you will be deleted from the rolls of both organizations, and this is the last issue of *The Semaphore* you will receive.

Please renew your membership (see due rates below), and send to:

Rochester Chapter, NRHS

Attn: Membership

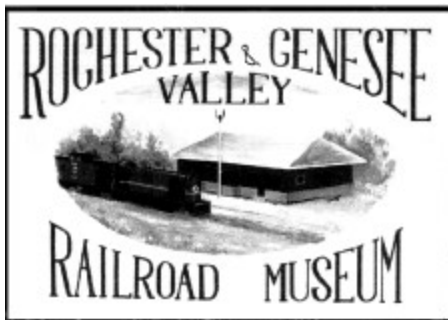
P.O. Box 23326

Rochester, NY 14692-3326.

Members who have not renewed will be receiving a Second Renewal notice from the National. If you have renewed within the last few weeks, your membership is being processed

Contributors to this issue

John Becker, William Blaesi, Janet Dittmer, Sam Grover, Dale Hartnett, Chris Hauf, Lynn Heintz, Bob Miner, John Redden, David Rogers, Charles Robinson, Joe Scanlon, John Stewart, Jeremy Tuke, Rand Warner, Charles Woolever.



Rand Warner, *Director Emeritus*

Managers

Railroad: (Motive, Rolling stock, MOW, ROW)

John Redden: 388-9124; ejredde@frontiernet.net

Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

Dave Luca: 288-0318; daveluca@frontiernet.net

Visitor Experience: (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

Dale Hartnett: 243-0139; dhartnet@wuhf.sbgn.com

Spring Cleaning

R&GV RM is really on a roll!

In January and February, considerable effort was expended in cleaning up our stored construction equipment and materials along Route 251 east of the Depot to make the area more presentable to the passers by.

In February and March, the Restoration Building received very considerable attention to removing stored items, eliminating combustibles, providing improved accessways, consolidating project areas, and providing dedicated space for project parts.

In April and May, we are concentrating on cleanup around the outside of the Restoration Building, Depot and display areas, in preparation for season opening.

A team is now removing items for scrap from the intermediate level area, above the Depot and below the Restoration Building.

Other projects currently in the works are Depot interior and windows cleanup, and exterior repainting.

Safety is being emphasized with new signage, barriers, inspection and rehab of steps and walkways, and checking fire extinguisher locations.

Our visitor display cars, including *Pine Falls*, MU Car, Designated Caboose and DL&W Baggage are being cleaned and spruced up.

New displays are set up in the Depot South Waiting Room.

Thanks to ...

Rand Warner for technical and reference books, tools, supplies and materials for various projects.

William Vitale for yet another trailer load of heavy equipment parts, tools and construction materials.

Chris Hauf and **Scott Gleason** for arrangements for "Day of Caring".

Articles on this page contributed by Rand Warner.

KPRR Tank Car

The tank car body is silver with a black underside. All the silver on the tank is done.

Accessory items are black. Mild winter weather has permitted most of these to be painted.

The hand railings and framing are to be black. This work is started.

We need new pressure treated planking to reinstall on all the walkways. We also need new pressure treated wood blocks where the tank is supported on the frame.

The dome and all pipe fittings on the dome are re-painted silver. The wood platform around the dome needs to be replaced with PT lumber.

Chris Hauf is researching this car to determine how we want to letter it.

At some point we will probably remove the extra railings around the dome to properly backdate the car to its original configuration. These railings were added by KPRR.

For the first year ever, we have been able to do outdoor paint work in January, February, March and April! Now let us see

Turning Scrap into \$\$\$\$\$

Dan Waterstraat did a nice job of setting up a metal scrap yard area a couple years ago. All of us can take advantage of it now.

With a concerted effort, we can turn scrap into cash, per the following recent prices:

? Copper about 73¢/lb., or \$1460/ton.

? Aluminum about 63¢/lb., or \$1250/ton.

? Zinc about 43¢/lb., or \$860/ton.

? Lead about 30¢/lb., or \$600/ton.

? Steel about 2¢/lb., or \$20/ton.

We need to get rid of our scrap regardless of the price. Call 425-8586 if you can help.

We have access to several vans and pickups and a couple small trailers. If need be, we can order up a roll-off unit for large quantities.

I will take the batteries to scrapper for the lead value. What can you take?

Rand Warner, 425-8586.

Trolley Power Substation

Enclosures:

Information has been requested and received on outdoor metal bungalows in the approximate 8' x 10' size. Prices are \$5,000-\$10,000.

Information has been requested and received for 28-foot single axle over-the-road cargo trailers. They run \$1,000 and up.

Information has been requested and received on 20-foot overseas shipping containers, which run \$1,500 to \$3,500.

Information has been requested and received on 12-foot van type truck bodies. They would run about \$4,000 new.

Information has been requested on steel outdoor cabinets 6' x 6' x 2'. They run \$1,000-\$2,000 stock each, and \$2,000 and up, custom.

Electrical:

Valuable inputs have been received from Dave Shields, Dave Johnston and Bob Diamond since the last write-up.

Enclosure configurations and ac and dc components have been reviewed with, and approved by, the electrical code inspector.

Final power interface information is still on request from Niagara Mohawk, and should be resolved by the time your read this.

Track & ROW

Rand Warner, Acting Track Supt.

Randy Bogucki is spearheading Tuesday evening and Saturday work session.

Ties are being installed in our main line near NYMT.

Bad joint bolts are being replaced and loose joint bolts are being tightened.

Spikes are being tamped down where they have worked up.

We have several areas where we need to add more ballast to support ties and also to provide lateral stability to track.

We are continuing to tighten up on our gage tolerance—we are now compressing to 3/4" max.

(Continued on Page 4, Column 1)

Track & ROW *(Cont'd from Pg. 3)*

Switch timber replacement at NYMT switches is continuing again this year.

We want to add elevation to several of our curves to help steer trains and trolleys through the curves.

Areas of reverse elevation on curves or switches must be corrected --again to help steer heavy trains.

A number of rail joints need grinding to make a smoother ride for our track car riders.

Details of track maintenance needs have been published in a memo to all Track Section Foremen.

A Track Inspection Program and a monthly Track Inspection Form have been distributed to all Track Section Foremen.

How about joining us for some real "gandy dancing"?

Maintenance of Way Equipment Update

Dick Bean continues to spearhead the Burro Crane project. Considerable work has been done recently to get the diesel engine and its controls and gages operable. Dick recently put water in the engine for the first time, and after a couple of adjustments, there were no leaks! He is in the process of locating a 12 volt starter for the Detroit Diesel prime mover.

Norm Shaddick has done Spring maintenance on the Jackson Tamper. In addition, Steve Huse has installed a new fire extinguisher on this unit.

Jeremy Tuke recently greased and changed the oil on TC-2 and TC-3, the passenger motive power for most of our visitors.

Dale Hartnett is in the process of priming and painting the passenger trailer. It looks dazzling in a new, bright yellow.

Neil Bellenger, Bob Miner, Dick Holbert, Jeremy Tuke and Sam Rogers have been working on the Fairmont track crane. The brake system has been disassembled, cleaned up, and re-assembled. Bob Mader has offered to investigate putting air brakes on this car, similar to the "Barbara Richards" passenger car. Neil has also done a great deal of work on the crane boom reinforcing struts, fabricating new ones from stock supplied by Rand Warner.

Articles on this page contributed by John Redden.

Motive Power Update for May

Steam Locomotives:

As noted elsewhere, the lagging on the two steam locomotives was removed during the second week in April.

Ron Amberger and the Steam Team then immediately did a visual inspection of the exterior of both locomotives - a job that had been postponed for several years, awaiting the lagging removal. The initial visual inspection found no significant problems, and work is continuing on their restoration to service.

Ron has started disassembling the valve gear on the fireless locomotive for inspection. On 27-April, Art Mummery, assisted by John Redden and Ron Amberger, removed the steam dome cover on the fireless. This allowed the first internal inspection of this engine's pressure vessel.

April has been a month of tremendous progress for the steam program.

Diesel Locomotives:

The first of the larger locomotives was brought out of hibernation on the 27th of April. USA 1843, our Fairbanks-Morse H12-44 switcher got its Spring servicing and startup. James Johnson did a thorough inspection and cleaning of the rotating electrical gear. Norm Shaddick and John Redden did the pre-lube, and Rand Warner and Norm re-installed the voltage regulator.

This voltage regulator had recently been rebuilt by Kevin Klees and John Redden. Kevin installed new capacitors, and he manufactured new nickel-silver contacts from raw stock supplied by Jeremy Tuke.

Norm has been working on the cab floor of this unit, sanding the wooden floor-boards and caulking the joints. It should have a fresh coat of paint by the time that you read this.

Engine 1941 has had its new main reservoir installed by Jeremy Tuke, Dale Hartnett and others. It has subsequently had a stationary air test and several minor leaks have been corrected.

Dick Holbert has re-installed the rebuilt alternator on the number one engine, with help from Art Mummery. Art found that the seals between the gear train and the alternators had failed, and has ordered replacement seals. Dick prepared the alternator on the number two engine for removal, which was done on the 27th of April, with assistance from Chris Hauf.

Replacement parts and documents for the USA 1654 locomotive continue to be pursued by John Redden.

>>>>

Gasoline Locomotive:

The Plymouth has had some work done on its cab in order to prepare it for removal and rebuild. Its remaining two sandboxes have been removed. Its Buda prime mover had another part manufactured from raw stock by Kevin Klees - it now has a brand new oil filler cap, complete with crank-case vent and check valve. Kevin has also started painting the crankcase, and has removed all of the old cylinder head studs.

Thanks to Dick Holbert for input on this article.

Track Department Update

As noted in last month's *The Semaphore*, Randy Bogucki has organized a gang to handle trackwork on the Railroad. They are meeting on Tuesday nights, and on selected Saturdays throughout the Summer.

This month's work has included the continuing cleanup of old ties and track materials in the S-Curve area. These materials have been relocated to allow for continuing catenary work, and have been organized and neatly stacked. The track gang also spent a day replacing and tightening track bolts in the Hill Block.

Hat's off to Randy, Otto Vondrak, Sam Swisher, Jeff Carpenter, Joe Werner, Tom Rohatsch, and all who have volunteered to help on the track.

Thanks to Otto Vondrak for input on this article.

Lagging Removal Completed

The Steam Program at the Rochester and Genesee Valley Railroad Museum took a huge step forward in April. AAC Contracting of Rochester arrived on 8-April and worked through the week to remove all lagging from the Heisler fireless and the Vulcan #12 locomotives. The Chapter was very fortunate to have at its disposal, the required sum of money in order to have this job completed by a licensed contractor. Although this puts a big dent in the Steam Preservation Fund, the material was removed and disposed in full compliance with the applicable laws and regulatory agencies. We are now much closer to having operating steam at the Museum. The following Chapter Members volunteered to staff the Museum that week, while the contractor worked: Norm Shaddick, Rand Warner, Steve Huse, Bill Chapin, Bob Miner, Ron Amberger, John Weber, and Jeremy Tuke. Our thanks to these volunteers for their time.

TWO New Beauties At The Museum

by Joe Scanlon

After much missionary work by Chapter president Chris Hauf, the Chapter has accepted the donation of two real beauties from Allied Builders, of Brockport, NY. Allied Builders is a general building contractor in Western NY, and had two surplus machines, which were donated to the chapter: an International-Harvester high lift and a Bucyrus-Erie 22B truck crane. Both units were brought in under their own power, with Allied kindly delivering the high lift and the extra crane boom sections themselves!

The International-Harvester has a diesel engine and needed a hydraulic hose replaced before it was put to work. As soon as the hose was replaced, Chris picked up the Fairmont track crane and delivered it into the restoration building for some repairs. Chris also purchased a new seat for it, and it's ready for its next assignment!

The Bucyrus-



Erie 30-ton truck crane is also fully operational. After it was delivered by Mendon Enterprises under the direction of Art Mummery, the boom was put together and the cables and pendants hooked up. Joe Scanlon then used it to load out some extra boom sections, and was surprised to find the unit equipped with an operational electronic boom angle indicator! The crane is parked in our parking lot, waiting for the ground to dry up before we begin using it to re-arrange our display yard this spring.

Both of these machines will permit us to self-perform a lot more of our projects around the museum even easier, enabling us to achieve more success stories in our preservation efforts! A big thanks to Chris Hauf for two great acquisitions!

Left above: Bucyrus-Erie 22B truck crane

Left: International-Harvester high lift.

Photos: Joe Scanlon

MUSEUM MUSINGS

by Dale Hartnett

What makes a marriage work?

I would suspect that part of the answer is that two people working together can accomplish much more than either individual working alone. Together, a married couple leaves a legacy of children and relationships. Hopefully, the world is a better place because of the fruits of the marriage.

Yet when two people marry, they don't give up their individual identities. They often struggle to understand one another. This takes work - often hard work. In its ideal form, the marriage doesn't detract from the individuals involved but adds to each of them. Marriage partners in a working marriage don't keep track of "mine" and "yours" when it comes to possessions. Rather, they speak of "ours."

What does this have to do with running a railroad museum?

In many ways, our relationship with the New York Museum of Transportation is much like a marriage.

We can accomplish much more together than we ever could alone. We can leave a

legacy to the community in our shared visitor experience and in sharing our joy of railroads and transportation.

We have our own identities and interests. We don't lose them when we partner with the NYMT. We, too, sometimes have to struggle to understand one another.

We each have a unique perspective that helps make the entire visitor experience stronger and, hopefully, more relevant for our guests.

The differences we have make us all stronger - together. Remember, it's not an "us" and "them" situation. It's "all of us."

One other thought:

On Saturday, May 18 our two organizations will host the Eastern Regional Meeting for the Association of Railway Museums at Genesee Country Village, followed by a tour of our museum operation. Many ARM folks are intrigued by the way we work together with NYMT.

This year's conference will focus on ideas rail museums can use to enhance their educational programs. Please see me or Chris Hauf if you'd like to know more.

Food for Thought

by Dale Hartnett

This came across my desk recently from "A-Creative-Idea-by-Email." I think it offers an interesting way to look at our Museum and what we do there:

In his article "The New Magic Box," Bob Rogers, chairman & founder of BRC Imagination Arts in Burbank, CA, reveals the six key strategies used in BRC creative meetings. Here's one:

"Key Number Two: Forget what you know. As experts in entertainment technology, our goal must be to not see or think like experts. Instead we must always remind ourselves to see and think like our customers, our guests. Our guests are the real experts.

"It doesn't matter how world class or state of the art something is. It doesn't matter if your colleagues in the industry admire your technology or despise it. Their opinion doesn't matter. The guests give all of us the only report card that counts. Get close to our guests, the ones paying your bills.

"Stand in line with them, talk with them, think like them, feel like them, be one of them. Share their experience. All that matters is how our guests think and feel when they are in your park."



About BR&P's Lincoln Park structure

Here is a follow-up about the photo of the BR&P building published in the April issue (repeated above). John Redden furnished a more current photo of the building, now in Rochester & Southern dress. You can see there is quite an improvement.



John Redden photo

Three members called to clarify the first photo. Charles Woolever sent an e-mail. He stated that this was a Yard Office and never a station; the Lincoln Park station never had a tower in the center. (The Charles Belt slide collection contains what may be this station, at least surrounding area indicates such. Unfortunately, this slide is now 'hidden' among 3,000 others!) Charles also maintains a web site of stations in New York State. Besides current photos of these stations, additional information as to the railroad, current status of ownership, etc. is given. William Blaesi left a phone message. David Rogers, of Gardiner, NY called and we had a nice discussion. It was not used as a passenger depot, that was downtown on Main St. and now occupied by Nick Tohoe's Restaurant. Apparently at the time of the first photo, Lincoln Park was a much larger area; expressway 390 apparently cut it in two?)

I asked Mr. Rogers about the possibility of a Pennsy station in Scottsville. He thought there never was one there. A Pennsy timetable does show scheduled stops there. Mr. Woolever had been searching for any photos of this station but has not found any. Considering that the Pennsy station on Main St. in Rochester was a converted house, does suggest that Scottsville was just a 'flag' stop. The former BR&P station in Scottsville is a nice brick building under private ownership.

Library Report

Charles Robinson, Chairman

The library will be open for use on Monday evening, May 20, between 7:30 to 9:30 PM. Bill Chapin has given the library a large number of The Railway & Locomotive Historical Society Railroad History Bulletins. These issues contain well written articles on railroad history. Come out and browse through them. They are worth looking at!

The staff continues to organize and store our collections. Jerry Gillette has been working on a new donation by Grace VanLeer of Ed Van Leer's books and miscellaneous items. One booklet in the collection entitled "Diesel Engine Development & Application to Mobile Equipment in America" provides an interesting account of the development of the diesel engine and its application to railroad use. Bob Miner has been successful in adapting our new computer system to read MSDOS files.

Looking forward to seeing YOU at the library the evening of May 20.

Tidbits

from Lynn Heintz

- ? A new railroad, the **Niagara & Eastern New York Railroad** is advertising a new operation from Lockport to Medina starting Memorial Day Weekend. The three runs are to be made Friday, Saturday and Sunday with a cafe car. Find them at <www.niagaratrain.com>
- ? **If anyone plans on purchasing a new GM vehicle**, I have a consumer certificate that I will donate to the Chapter. It is transferable and is worth \$500 until August 1, 2002 and after that \$250 until January 18, 2004. E-mail me at <lheintz2@rochester.rr.com>.
- ? Does anyone have a **black or blue graduation gown** to donate to the Chapter or to loan during June? Contact Lynn Heintz <lheintz2@rochester.rr.com>, or Don Shilling, 585-381-3171 or <dshilling@rochester.rr.com>.

?

Otto Vondrak accepts new position

Otto Vondrak, an enthusiastic railfan who has recruited several RIT students to our ranks, will be departing our presence before May 13 to accept a new position at Snapple Beverage Group in White Plains, NY.

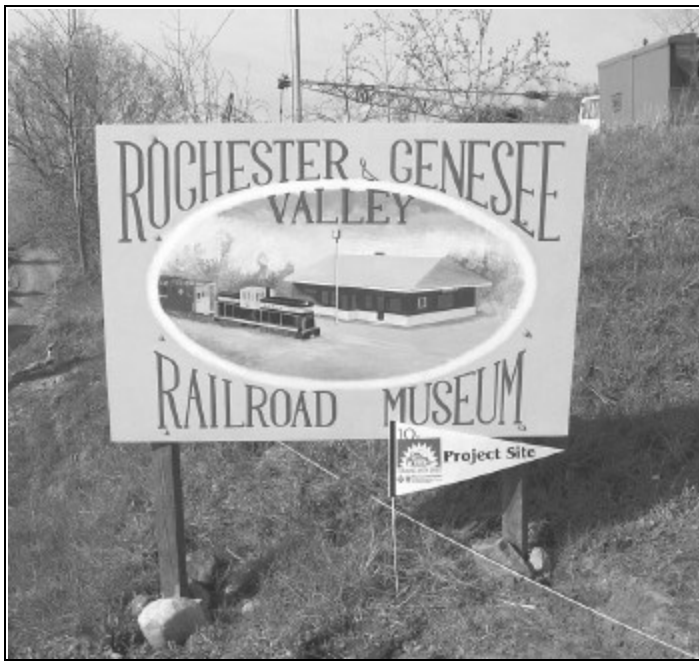
He promises to keep in touch and visit us often—and provide this graphic arts expertise to promote our Chapter.

We wish him the best of success in his new position.

Interested in BR&P Steam?

For about six months, *Headlight & Markers*, newsletter of the Cincinnati Railroad Club, Inc. has been printing four photos each month of B&O steamers with specifications and when they were scrapped.

Except for March, each issue has included a BR&P engine acquired when B&O purchased that road. The March issue pictures two BR&P engines and two of Buffalo & Susquehanna. B&S #3135 (B&S' #161) is at Galeton, PA when a washout divided that road, which became WAG. [*Headlight & Markers*, March 2002]



Left: Our Museum's sign with Day of Caring Project sign.

Left, above: Combination crawler crane, auger setting a pole.

Right: Scott Gleason at the controls.

Left: The gardeners at work.

Below: Bellenger's trailer in fresh yellow paint.

(Chris Hauff's digital photos)



Day of Caring (Cont'd from Page 1)

- ? The small evergreen tree which was in one of the containers was transplanted along the right-of-way about 25 feet north of the retaining wall on the west side of the right-of-way.
- ? The garden which surrounded the R&GV RR Museum sign was dug up and all the plants transplanted to a new garden on the west side of the right-of-way in the hill block just before the retaining wall.
- ? The area outside the basement door was cleaned out.
- ? The pressure vessel on the Heisler fireless was completely wire brushed with angle grinders outfitted with cup brushes.

Painting work done:

- ? TC-3 scraped and the exterior and interior window frames primed. Ready for exterior and interior painting.
- ? Bellenger trailer car painting completed.
- ? Phone box on depot completely repainted in aluminum.
- ? Two dwarf signals in Industry yard painted.
- ? All derails (Industry yard and Switch #6) repainted with safety yellow.
- ? Power posts by Pine Falls, west of Track #3 and west of Track #4 repainted.
- ? Yard limit post repainted.
- ? Derail post @ switch from LA&L repainted.
- ? C&S post mounted case just south of Switch #5 repainted.

- ? Battery boxes @ Switch #6 touched up.
- ? Screens and windows painted - South end of the depot.
- ? One Barbecue grill repainted.
- ? Slow board at Switch #6 repainted.
- ? Stair cases in Industry yard repainted.

Poles set at NYMT end:

Scott Gleason and the RG&E volunteers along with two pieces of heavy equipment "planted" about a dozen poles along the right-of-way near the loop at NYMT. They

Rochester Chapter National Railway Historical Society
The Semaphore
 P.O. Box 23326
 Rochester, NY 14692-3326

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Chapter Meeting & Program:
STEAM TEAM
PRESENTS
STEAM PROGRAM
 by "The Steam Team!"
And Elections!
40 & 8 Club
933 University Ave.

Your name "highlighted"? Then you ARE a Chapter member for 2002!!!

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 \$8.00 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.

Rochester Chapter NRHS Officers:

President: Chris Hauf
Vice President: Steve Oagley
Treasurer: Dave Luca
Recording Secretary: Jeremy Tuke
Correspondence Sec.: Tom Tucker
National Director: Bob Miner

Trustees: Charles Harshbarger, Dale Hartnett, Art Mummery, Joe Scanlon, John Stewart and John Weber.

The Semaphore Staff:

Editor: Gale Smith
Printing: Bob Miner/Gale Smith
Mailing: Dan Cosgrove/Dee Mowers

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)
