



The Semaphore

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

July 2002
Volume 44, No. 10

Program for July 18:

Thursday, July 18, 6-9 PM

Rochester and Genesee Valley Railroad Museum Route 251, Industry, NY

Test Your Knowledge!

How much do you know about railroads and the railroad museums in Rush?

You'll get to test your knowledge (and fill in a few blanks) with the "I Found the Answer Scavenger Hunt!" We'll ask a few questions. See if you can find the answers in the museum displays!

? Take a Ride!

We'll also have locomotive rides for everyone. Come ride on our private railroad!

? Bring a Friend!

There's no better way to build our membership than to invite someone who loves railroading to one of our summer meetings.

Ask a railfan if they've ever had a locomotive cab ride. You'll be surprised at how many have not had a ch [DH]

Program Committee

John Stewart (Chairman)

3 8 7 -

9185

Bill Limburg

July's "BIG BLITZ"

Work on the Excursion Set in Webster!

See Page 5 for details!!

Library Hours

7:30-9:30 PM

Monday, July 22

Library Phone: 872-4641

We handled it!

Successful "Train" dispatching session

Hats off to Dale Hartnett and John Redden for organizing a very successful Member's Operations Night, Thursday, June 20 at our Museums' complex.

Almost twenty "trains", using track cars, were dispatched and operated between 6:00 PM and 9:30 PM.

Northbound trains had rights over Southbound trains.

First class trains had rights over Second class trains.

Meets were executed at Switch #6 for R&GV RM, and at the Loop Switch for NYMT.

We had both two-trains and three-train meets.

All trains operated within a couple minutes of assigned schedules from printed timetables, and no operational or traffic problems were encountered. Radios were used to maintain contact.

Tours of P&W Trolley #168 were provided at NYMT.

Besides the obvious benefits of enjoyment to our members, volunteers and visitors, these were some significant lessons and accomplishments from conducting this

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Summer Caboose Campout Being Planned

It has become a tradition at the R&GVRRM to have campouts in the cabooses twice a year. For several years, we have had one during Diesel Days weekend, and one during late Winter. At the June Operations Meeting, it was decided to move the Summer campout to the weekend before Diesel Days, which will be on the weekend of August 17 and 18 this year. So the dates being considered for the Summer caboose campout are **Friday, August 9, and Saturday, August 10.**

If you have an interest in attending this event, please contact Dale Hartnett or John Redden. And, if you have a preference for either that Friday or Saturday, please let us know. [JR]

event:

1. We demonstrated the capability of running multiple, overlapping trains on a timetable operation.

2. We demonstrated the successful coordination and communication of, and with, a large team.

3. Although almost no one had had prior experience with this type of operation, all personnel easily and enthusiastically adapted to it and successfully supported it.

4. Leadership and execution was very professionally done by all those involved. A pre-ops briefing meeting with handouts was provided by Dale Hartnett and John Redden.

Thanks to the whole great team!

Coordination and Relief:

Dale Hartnett

Dispatching:

John Redden assisted by Dan Cosgrove and Bill Chapin, both retired NYC dispatchers/towermen.

Track Car Operators:

Ed Van Horn, Bob Mader, Randy Bogucki

Starters:

Jeff Carpenter and Tom Webster

Switch Tenders:

Rand Warner and Rick Israelson

Trolley #168 Tour Host:

Diesel Days Weekend Draws Near

Diesel Days, our annual event to showcase our fleet of operable diesels, has been scheduled for the weekend of August 17th and 18th.

This event is usually well-attended by the public, and requires substantial staffing by our volunteers. Please try to consider keeping this weekend open, if your Summer plans allow. We usually need multiple train crews and Track Car Operators each day. If you are able to volunteer that weekend, please contact Dale Hartnett or John Redden. [JR]

Schedule of Track Car Operators

July 7:

Bob Achilles
Joe Letwin

July 14:

Harold Russell
Tom Saul
Charles McCabe

July 21:

Charles McCabe
Tom Saul
Tom Dunham

July 28:

Steve Huse
Charles McCabe
Jerry Gillette

August 4:

Gale Smith
Ira Cohen

August 11:

Harold Russell

August 17: **

Vern Smith
Charles McCabe
Gale Smith

August 18: **

Vern Smith

August 25:

Tom Saul
Jerry Gillette

(To be continued)

** Diesel Days

Depot Tour Guide Schedule

Depot Guides should be at the Depot no later than 11:00 AM to open up the displays and "police" the grounds. First group will arrive at 11:30,

If you are not able to make your scheduled date, please arrange to switch with another person on this list.

July 7:

Gale Smith
Richard & Colleen Guerin

July 14:

DeWain Feller
Dave Luca

July 21:

Tom & Tony Way

July 28:

Dan Gottler
Tom Saul

August 4:

Jim East
Al O'Brien

August 11:

John Becker
William Limburg

August 18: **

Darren Baun
Steve Oagley

(To be continued)

Membership Report

Janet Dittmer, Chairperson

Renewal:

Eric Drum

145 Basket Road
Webster, NY 14580

E-mail addresses:

Norm Shaddick:

rshaddil@rochester.rr.com

Dan Waterstraat

higreen@rochester.rr.com

Charles Woolever

charles@existingstations.com

Membership Rates:

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

New and Renewal memberships (see due rates above) should be sent to:

Rochester Chapter, NRHS

Attn: Membership

P.O. Box 23326

Rochester, NY 14692-3326.

Address Changes can be sent to Janet at above address or e-mailed to: daveluca@frontiernet.net. Please, no phone

Track Car Operations

Jeremy Tuke, 359-8944
Harold Russell, 427-9159

The Museum season is well underway and we have a great group of qualified Track Motor Car Operators trained and ready for the busy 2002 season. Thanks to Harold Russell for taking over as weekend operations scheduler, and Dave Soble for handling the scheduling of the weekday group tour operators.

We are looking for more membership involvement in the regular maintenance of the Track Car equipment, so if you are interested in learning about the mechanical side to the Track Car and MofW fleet, please contact Jeremy Tuke or Harold Russell.

Contact Harold Russell if you are a qualified operator and would like to get on the schedule—it's filling up fast!!

TC Operators needed

Harold Russell, the coordinator for track car operators on weekends, has the following openings still open.

Alternate operators:

August 4, 11, 18 and the rest of the year.

Operators for TC-1/2:

August 11, 18, September 1, 8, 15, 22, October 6, 13, 20.

Operators for TC-3:

September 1, 19, October 6 and 20.

Some of these dates may already be filled, as members sign up. If you wish to operate this year, please give Harold a call at 585-427-9159 or e-mail: <haroldrussell@juno.com>.

Chapter's WebSite Updated

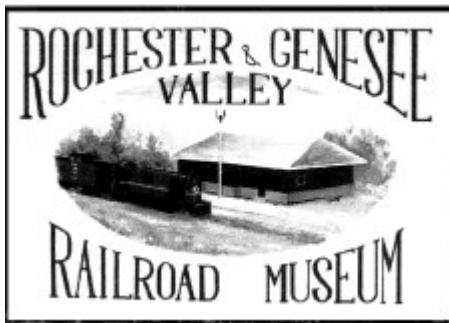
Chris Hauf, our webmaster, reports that the R&GV RR Museum has a brand new integrated website on a brand new web provider on the internet. Former sites (transportation.mus.ny.us and rgvrrm.mus.ny.us) domain names will fade into the distance, although redirect pages will assist in getting to the active one. All the Chapter information will appear on <www.rochnrhs.org>.

The Chapter's website will also be linked with that of our sister museum, New York Museum of Transportation, whose URL is <www.nymtmuseum.org>

The *Semaphore* issues for 2002 are now on the web, except for April, which the

Contributors to this issue

John Becker, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, John Redden, Charles Robinson, Harold Russell, Jeremy Tuke, Rand Warner.



Motive Power Update for July

Gasoline Locomotive:

Progress continues on our Plymouth model "BL" locomotive. Kevin Klees has cleaned and painted the crankcase, and added pipe fittings and mounted an oil filter. Although this engine has always had a pressurized oil system it never previously had an oil filter. Kevin also has done some electrical work. He made up spark plug wires, acquired new plugs, and tested the magneto. This combination is producing a very good spark. His remarkable restoration of the first of four sander valves was on display at the June Chapter Meeting.

Steam Locomotives:

The Steam Team, headed by Ron Amberger, continues its disassembly and evaluation of the Heisler Fireless locomotive. They have removed all of the valve gear parts from both sides of the engine. Ron, Mark Wiczorek of the Young Railfans, and John Redden, fabricated a lifting tripod from discarded boiler flues from steam loco number 12. This work was based on an idea by Kevin Klees. This tripod was immediately put to use in removing the very heavy cylinder heads from the fire-less locomotive. In addition, the valve guides and valve were recently removed for inspection and cleaning. Norm Shaddick removed and cleaned the grease fittings from the valve gear and rods. Ron removed the access covers from both sides of the cylinder saddle, and tagged or otherwise marked all of the parts that have been removed from the Fireless.

Diesel Locomotives:

Neil Bellenger recently completed work on the new hand brake for the 1941. This has been checked out, and is now in use. Both the air and hand brake systems are now fully functional.

Dan Waterstraat and John Redden recently removed the cover from the "loose" traction motor/wheel/axle assembly from the 1654, in order to inspect for further damage.

Work continues on the "big" engines, in

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

Managers

order to get them running for the Summer. Jim Johnson, John Redden, Chris Hauf, and Gene Redden performed the startup work on NKP 79. As of June 22nd, it is operational. Chris has also started work on EK-9, and it should be operating again, by the time that you read this.

General:

It is important to note that the heavy repair and restoration work on the steam engines and the Plymouth gasoline engine are being done inside the Restoration Building. We've now had the use of the Building for about three and a half years, and it would be very difficult, perhaps impossible to consider doing this type of work in the Rochester weather. We should not lose sight of the fact that so many of the Chapter's members and friends had the generosity to donate toward this worthy cause.

Thanks to Ron Amberger and Kevin Klees for their inputs to this article. [JR]

Track Department Update

Randy Bogucki's track gangs continue to toil through the heat, on Tuesday evenings and selected Saturdays.

On recent Tuesdays, Randy has been accompanied by Mark Pappalardo and Tony Mittiga. They have cleaned ballast and tamped it into the track, and have replaced several timbers in the switch leading to the NYMT building.

On Saturday, June 22, the "R.I.T. Gang" worked on cleaning up the rail pile in the vicinity of the "S curves". This group included Otto VonDrak, Sam Swisher, Mike Smith, and several other members. As you might know, Otto recently accepted a job near New York City, so he gets the "Gold Star" for the longest commute to volunteer at the Museum.

Dale Hartnett has recently spearheaded an effort to stabilize bank erosion on the uphill side of our main track, between Switch 5 and Switch 6. This has involved the retrieval of large "rip-rap" stones from our stockpile in the construction area. These are placed near Switch 6 with a front-end loader, and moved

into position with a track car and trailer. Then, they are tossed, by hand, into position from our right-of-way. Dale, Jeff Carpenter, Tom Webster, Mark Wiczorek, Charly and Jesse Marks, Kyle Mulhern, Nathan Dunn and Dan Waterstraat worked on this project.

Switch maintenance on Switches 5 and 6 has continued, under the guidance of Dick Holbert. The points for Switch 6 were adjusted by Jeff Carpenter, Gene, and John Redden. John also used an air powered grinder to remove excess material from the points on Switch 5. Plans continue for the removal of the frog from Switch 5, to allow for its rebuilding. Rand Warner, Ron Amberger, Kevin Klees, and John Redden cut a rail to proper length, using a rail saw, in order to use it to temporarily straight-rail the frog.

Many thanks to all who have volunteered to help on the track and Right-of-Way.

Thanks to Mark Pappalardo and Dale Hartnett for input on this article. [JR]

'Museum Outreach' Welcomes Geneso Scouts

The Rochester and Genesee Valley Railroad Museum has become a regular part of the annual camping routine for Boy Scout Troop 4070 of Geneso.

About a dozen scouts and their leaders participated in a "hobo campout" along the Museum's right-of-way on Friday night, May 31.

This is the troop's third visit to the Museum and second overnight campout.

The evening started with the "world premiere" of "The Railroad's Coming," an improvisational play set in Piffard 125 years ago.

While standing on the old Pennsy right-of-way on the Genesee Valley Greenway Trail, the scouts took roles as tavern owner, farmer, mule driver, blacksmith, financier and politician in exploring how the abandonment of the Genesee Valley Canal in favor of a new railroad would affect their lives.

(Continued on Page 4)

Museum Outreach

(Continued from Page 3)

Saturday brought work on the Railroad Merit Badge for most of the scouts (as well as one of our Young Railfans who belongs to another scout troop). Scouts learned about railroad safety, operations and organization. Dan Cosgrove's stories of working on the railroad provided a highlight of the session.

The remainder of the scouts helped with a conservation project at the Museum by planting crown vetch and maple trees in a "nursery" area to the west of the Restoration Building.

The day was capped off by a locomotive ride on EK 6 with John Redden and Norm Shaddick doing the crew work.

Hosting groups such as the scouts is a great way to fulfill our educational responsibilities to young people and allow them to provide service work at the same time.

If you'd like to help out with scout group visits, please contact Dale Hartnett at 585/243-0139 or dhartnet@foxrochester.com.

[DH]

Safety

by Rand Warner

Motor Cars

Wheels have been measured for wear on all motor cars by Rand Warner and others.

Brake shoes have been checked on all motor cars by Jeremy Tuke and others.

Trailer Cars

Wheels have been measured for wear on all trailer cars at RG&GVRM and NYMT.

Brake shoes are being replaced on "Barbara Richards" trailer car which has air brakes operated from TC-4.

Railroad Equipment

Data has been requested and collected from all Superintendents and Foremen for any areas of safety concern. Dale Hartnett is reviewing this data for actions required.

Construction Equipment

Data has been requested and collected from Heavy Equipment and Construction departments regarding any areas of safety concerns.

Dale Hartnett is reviewing this data for actions required.

Quiz What railroad was known as: "Rotten Wood & Old Rusty Rails"? Answer Page 6.

Rochester Amtrak Station closed from 1 to 5 AM. Security not on duty.

Track & Right-of-way

Acting Supt. Rand Warner

War on Weeds

Now is the time to fight back on weeds growing between the rails, or encroaching on the right-of-way. Weeds are bad news to a railroad—they foul ballast, block proper drainage and cause traction problems.

Drainage

Due to drainage work by Dave Luca, Dale Hartnett, Young Railfans, and others, we survived a VERY wet spell in early June without serious incident. Drainage is a constant challenge. We are still a long ways from full implementation of our "DRAINAGE MASTER PLAN" of several years ago.

New Trackworkers this season

Thanks to our newest "Gandy Dancers" — Tony Mittiga from NYMT, and Mike Smith from R&GV RM. We appreciate your help.

Progress at North End

Randy Bogucki, Mark Pappalardo, Tony Mittiga and Rand Warner are replacing ties and timbers at barn lead switch.

Charlie Lowe has made the barn track's switch passable again by working on the frog area. This is necessary to move trolley trucks in and out.

Progress at South End

John Redden is leading a team to replace and rebuild the frog at Switch #5. It will be temporarily straight lined. New rail is cut.

John has also made improvements at Switch #6 for better operations.

Crane Gang

Sam Swisher, Otto Vondrak, Charles Woolever, Mike Smith and Tom Rohatsch are at it again—sorting and restacking rail and switches along the S-curves, using our Ford HyRail Boom-Dump Truck. Use of the Fairmont Track Crane would have been nice.

Inspections

All Track Section Foremen are inspecting their sections and turning in reports this month.

Rand Warner has inspected all drainage culverts following our VERY wet spell in June.

Rand is also inspecting all switch throw rods for proper recommended fasteners.

2002 NRHS Convention goes Virtual

Not going to the 2002 convention in person? Then go there on-line! Visit <http://www.nrhs.com> daily during the convention for coverage of convention events.

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Electrification

Rand Warner, Facilitator

Substation:

Rand Warner has met with NiMo to discuss details of our single-phase and three-phase power connection interfaces.

Jim Johnson and Co. have critiqued all the recent correspondence from R. Warner, C. Lowe, etc.

Charles Harshbarger has laid out with yellow paint the substation location in the southwest corner of the NYMT milking parlor building, and the route for the electrical ac lines coming in from NiMo and dc lines going out to the trolley overhead. He is also tabulating and estimating the cost of the needed electrical wire and conduit for the project.

Through Jim Dierks of NYMT and member Tom Ely of the Antique Wireless Association's Museum at Bloomfield, we have acquired three meters and two current shunts applicable to heavy current needs at the substation or on the trolleys.

Rand Warner is collecting all cost estimate data to determine project requirements and match to project funding resources.

R&E Car #157 Interurban

NYMT is making arrangements to swap out wide gauge trucks for standard gauge trucks acquired from Japan.

RTC Subway Car #60

Jeremy Tuke hosted a meeting with a grant funding resource to review the project and its funding requirements.

Line Car #01

Rand Warner has cleaned the roof structure of old nails, staples and other projections which would be damaging to a new roof covering. We will probably go with a new roll roofing concept for this kit-bashed car.

RL&B Interurban #206

Bernie Cubitt has been working on the car framing under the floor and making drawings for required repairs to the structure. He is also evaluating bolster interfaces and gearing interfaces for the trucks and traction motors.

including pictures, activity descriptions, and even short video clips. And sign the Convention Coverage Guest Book to enter a Drawing for an original copy of the August 1916 Baltimore & Ohio Railway Employees Magazine!

The Convention, based in Williams, AZ, is from August 19-26.

Also, details on the RailCamp sessions can be obtained from

July's "BIG BLITZ"

Work on the Excursion Set in Webster!

Rand's article in the next column outlines what has and is occurring in Webster for preparing the Excursion Train Set for the upcoming Fall Foliage Trips.

However, whether we can offer these trips this year depends upon volunteers coming forward to assist.

1. Getting the cars ready including installation of two emergency exit windows in all five cars, installing diaphragms between the cars, running HEP cables through one car, and work on the power car. Plus other necessary routine work.

2. Volunteers, and in particularly an overseer, for ticket sales. We can go to an outside firm to handle these sales, but that cuts into our revenue. If we try to offset this loss by raising ticket prices, it would invariably result in lost sales. Catch 22 on this one.

3. Looking forward, crews will also be needed in September and October to clean and prepare the cars before each trip.

Bob and Marie Miner, Dave Luca and Janet Dittmer have devoted the last ten years overseeing this revenue maker for us. Our thanks to them. Now the Miners wish to travel, and the Lucas want to devote more time on their own car.

Ambiance at Webster

by Rand Warner

We are continuing to add to the ambience at Webster in support of our Chapter's Excursion Train Set and the volunteers who support and maintain it.

By the time you read this Semaphore, we will have collected and moved to Webster a large amount of tools, heavy equipment, and supplies to support a "BLITZ" operation on the trainset all through the month of July and the week of July 15 in particular.

Some of the equipment and tools will remain at Webster to permanently support the train set.

Jim Johnson is providing electrical support for welding and cutting equipment.

Jeremy Tuke is providing onsite storage capability.

Art Mummery is providing welding and heavy equipment capability.

Joe Scanlon is coordinating crane service capability.

Charles Harshbarger is providing portable power tools and supplies.

Chris Hauf is providing painting equipment and supplies.

John Redden is providing railroad equipment and supplies.

Rand Warner is coordinating tools, logistics and structural steel.

Dave Luca and Bob Miner are defining, coordinating and directing the work

We will look forward to seeing you in July for the **BIG BLITZ**.

MUSEUM MUSINGS

by Dale Hartnett

Canada and hockey. The two are almost synonymous.

A couple of months ago, I spent a holiday weekend in Toronto. On Saturday, our older son and I took a trip to the Hockey Museum and Hall of Fame.

The place was crawling with youth hockey players who didn't have a weekend game because of the holiday. I suspect that it was the first trip to the Hall of Fame for many of them and they were truly excited to learn of hockey's history and have their picture taken with the Stanley Cup.

If you've never been to the Hockey Hall of Fame, I must tell you that there are a number of excellent exhibits detailing everything from Wayne Gretzky's career to the Montreal Canadiens' former locker room from the old Forum. There are many hand-on activities that might have been fun if the place had not been so busy.

There's also an EXTENSIVE collection of hockey jerseys reliving most aspects of the game's history. (I seriously doubt there's a single hockey jersey in Canada that's not in the display).

You'd think a youth hockey player could spend hours upon hours soaking up the atmosphere.

Yet I was amazed to hear a number of youth complain that all they saw was a bunch of old jerseys that didn't mean anything to them. I suspect it may be a long time before many of those young guys return for a second visit.

It finally occurred to me that part of the problem was that many of the Hall of Fame were aimed at fans my age or older. Yet many of the visitors were very young.

I sometimes wonder if railroad museums have much the same problem.

At the Rochester and Genesee Valley Railroad Museum we have many very small children visiting with their families. Many have probably never traveled on a train.

They don't know what "New York Central", "Lehigh Valley" or "Erie" meant to the communities they served. "Conrail" will soon be a foreign term.

We have a lot of neat stuff (at least from an adult railfan's perspective).

What do we do to relate to our younger visitors? What can we do to do our job better?

I welcome your ideas.

PBS Trains Series

WXXI-TV (21, Cable 11) has scheduled the following series on trains:

Sat., July 6: World Class Trains - "The Blue Train" (8-9pm)

Thurs. July 11 Train Tracking: India (8:30-9pm)

Sat., July 13: World Class Trains - "The Royal Orient" (8-9pm)

Sat., July 20: World Class Trains - "The Ghan" (8-9pm)

Sat., July 27: World Class Trains - "The Royal Canadian Pacific" (8-9pm) [JB]

Chapter Anniversaries

60 Years:

Niagara Frontier

25 Years:

Utica & Mohawk, Western Maryland and Rio Grande Chapters

[www.nrhs.com]

Ambiance at the Depot

by Rand Warner

Mike Smith is digitally transferring and re-recording onto cassette tapes from several steam records provided by Rand Warner.

Mike also has a cassette tape assortment of diesel, traction/trolley and subway/transit tapes already on hand.

The idea is to have an assortment/library of tapes available at the Depot to play through our PA system for background ambience for regular or special events.

We have done a limited amount of this railroad sound in the past and NYMT is doing it on regular Sunday afternoons as part of the VISITOR EXPERIENCE.

The audio recordings and playback capability will be a good complement to our video tapes and display capability.

Thanks to Mike Smith for "making it happen" at R&GVRM.

Thanks To

Roy Wullich, Rand Warner, Bob Miner and John Stewart for donation of vintage AAR educational materials

Bernie Cubitt for donation of a small coal burning stove

Dale Hartnett for donation of materials for soil conservation

Charles Harshbarger for providing a steady supply of refilled fuel cans for our track cars and heavy equipment. He is also turning in our recycle pop cans for money for the STEAM FUND.

Rand Warner for two milk cans, weed wacker and line, three red flags and track-work hoe.

Antique Wireless Association for donation of electrical instrumentation for substation.

Wanted

- Pallet jack for moving pallets inside and outside of our storage trailers.
- Cantilever railroad car jacks for train-set at Webster.
- Assorted hardwood blocking 4"x4" up to 12"x12" in lengths of 2 to 3 feet.
- Wooden wedges, hardwood: 2"H x 6"L x 2"W up to 6"H x 24"L x 4"W.
- Good heavy duty pallets: wood, metal or plastic.

Burglars hit Galeton, PA museum

Roger Cowburn, 74, opened his Railroad and Old Tool Museum near Galeton 18 years ago. On June 22/23, burglars took coins and pins valued at \$1,800. He found some pins in the brush the next day. [Wellsboro *Star-Gazette*, June 25, 2002] [DH]

For Sale at by the Chapter: Shirts, Lanterns

R&GV RR Museum embroidered golf shirts

These are green, embroidered with the R&GV RR Museum logo, golf shirts. They are \$15.00 each. See Chris Hauf at the meeting to pick up yours or order one.

Also long-sleeve shirts

We 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 = \$1.00 per shirt) for adult sizes small to extra large; for sizes 2XL and larger, add \$2.00.



611 in Photo Shoot

Awhile back, the advertising agency representing Mercedes-Benz was looking for a modern steam locomotive for an ad campaign.

It so happened that N&W/NS #611 was being moved out of its building to allow modifications to the building. Why not park the M-B S-class car by it, add some smoke and take a few shots.

This photo is part of a full page ad appearing in the July 8, 2002 issue of **Forbes** Magazine. Might be interesting to see what other magazines this ad appears in. For

sure, the car elected good company!

This shot, especially since it is in black & white in the ad, shows Mr. O. Link's influence.

Soil removal continues

As of July 1, CSX and contractors have removed 13,711 tons of contaminated soil in Charlotte. The digging is nearly done in the largest contaminated site, the size of a football field. Still to be done is excavating soil along the riverbank, a dig in the Genesee River itself, and excavating an area west of the tracks near a building.

The contamination resulted from the derailment of a train on Dec. 23 which toppled 27 rail cars; mostly coal cars but several contained acetone and methylene chloride. [Democrat & Chronicle, July 2, 2002, page 2B]

Will Rensselaer train station open in July?

A target date sometime in June was anticipated, but passed. As of June 25 work still to be done was finishing a walkway linking the central station area with escalators and elevators to the boarding platform and completing concession and newsstand space inside the station. So far, the cost is \$53.1 million. [Albany *Times Union*, June 25, 2002] [DH]

Hojack's Swing Bridge gets reprieve

About a month ago, it was announced that the U.S. Coast Guard wanted CSX Transportation to start the removal of the former Hojack swing bridge over the Genesee River in Charlotte by November of this year.

They have rescinded this order for the time being, although they state that it is a boating hazard, particularly to the cement boat that makes trips through this channel. CSX is not opposed to its removal, but stated the time allotted for its removal made for a tight schedule.

Opposing its removal are preservationists, some of who would like to see it refurbished and used as possibly a restaurant with gift shops. The bridge is only one of two still in existence built by the King Iron Bridge and Manufacturing Co. of Cleveland; the other turntable-type bridge is in Cleveland. This one was constructed in 1905. [Democrat & Chronicle, July 2, 2002, page 2B and 4B]

These articles contain a good view of the existing bridge and an artist's concept of how to make it a tourist attraction.

Answer to Quiz on Page 4.

Rome, Watertown & Ogdensburg Railroad

Star lanterns are back!

Another group of R&GV RR Museum marked Star lanterns has been delivered. If you are interested in purchasing one, please contact Chris Hauf (crhauf@frontier.net.net, 381-8583) or come on out to the July Chapter meeting.



Library Report

Charles Robinson, Chairman

The library will be open Monday evening July 22 between the hours of 7:30 and 9:30 PM for your use. Again we point out that the library does have a very useful collection of historical books and periodicals arranged for easy access. Hope to see you there.

Vic Parmenter's Collection Donation:

Rand delivered four boxes of books from the late Victor Parmenter. Surprisingly, about half are new to our collection and are most appreciated

Roof Leak:

The library developed a serious leak around the skylight in the room where the copier is located. The leak wet down two albums of photos that had been left on a table for work the following week. The library chairman has recaulked the skylight and hopefully no further damage to our collection will occur from that source. The photos were removed from the albums with almost no damage.

However I wish to remind the trustees and members that the library roof is not in good shape. Also please remember that the building contains our copy machine that we lease from Xerox Co. A serious leak above that machine could severely damage it and the Chapter could be liable for repairs to Xerox machine.

That says nothing about our collection also being wet down thus destroying the work of the library committee and the donations of many contributors. Such events could make reroofing the library at a cost of a few thousand dollars seem like a real bargain. Do not count on the library chairman searching for a contractor to do the job this year as he is writing a new trolley book that the publisher wants yesterday. I am afraid the library committee is unable to take care of the roof. It is the Chapter's responsibility.

Bill Limburg and I are working on the east side cupola siding and have removed the badly rotted old siding on the south side and have fitted a replacement piece of T-111 scribed paneling in its place. This project is somewhat hampered by the need to reroof the building and the necessity of doing the job so that the roofer will not feel it necessary to tear out our work. Considering this, it has been decided to simply board up the south side with the windows.

The east side of that cupola is in bad shape and we will try to do some fixing

there. The other cupola does not leak but we are maintaining a temporary tarp over it. Such temporary measures are not foolproof as the winds have punched holes in that tarp and it will have to be replaced. No easy way out of this roof situation.

Jerry Gillette with some assistance from the library chairman has primed and put on the first coat of gray paint on the skirting on the east side that was installed last year. The skirting made of pressure treated plywood was allowed to age for a year before painting.

Hope to see you at the library Monday

Narrow Gauge

by Lynn Heintz

The narrow gauge that was closest to our depot was located at Wadsworth. To those unfamiliar, this was where the Lehigh Valley crossed West River Road south of Scottsville. To the west and north of the crossing was a very large bank of gravel that continued south and over the LV roadbed. The construction road, the Buffalo & Geneva Ry. most likely borrowed the portion lying over the route to fill sections of the right of way approaching the Genesee River bridge.

In 1911 a 1600 foot siding was placed along the north side of the line next to the remaining bank to be used by the Millard & Lupton Co. By 1915 the bank had receded to the north into lands owned by a Mr. James. In this area was now located a crusher building, water tank, office, and about 1700 feet of narrow gauge track. The gauge was not defined.

Also in 1915, the land west of and adjacent to the M&L operation was leased to the Stanley Construction Co. for the purpose of removing gravel. There was a trestle built to wheel the gravel across the narrow gauge track and dump directly into cars on the LV siding below. Gravel may have transferred to cars on the LV siding from the M&L track along here.

By 1919 a second spur was installed into the growing pit area close to the face of the dig. Parallel to this was an unconnected track of which the gauge was not given. These ran off the property about 700 feet. A smaller siding (500 ft.) became the junction lead near the highway that was to be "built by shipper as needed". All of the standard gauge sidings headed west.

Also by 1919 a second water tank, blacksmith shop, pump, well and three more buildings were on the site. Both sections were now being used by E.R. Moriarity. A

large wall next to the original LV spur leads one to believe that this may have been for direct filling of cars. In this timeframe the LVRR was upgrading all bridges to maximum standards and the fact that Moriarity was using the property may indicate that he was a contractor involved in some of the improvements.

If any narrow gauge operation existed in 1919, it was very small and no notation is found after this date. About the time of the demise of the LVRR, the area was literally flat and subsequent gravel operations, which had become large ponds, were coming to an end.

Today, several commercial buildings are on the site and one would scarcely believe the operations and topography that once existed.

Next, Wadsworth, the other side of the crossing.

Narrow gauge RR in area

In the June issue, Lynn posted the query about narrow gauge railroads around Rochester. He has in this issue, one railroad.

In Mary Hamilton-Dann's book, "Rochester and Genesee Valley Rails" (page 111), she notes that in 1889, the Rochester & Glen Haven Railroad opened as a 3-foot gauge steam line running between East Main at Chamberlain Streets, crossing Culver Road near Atlantic Ave., went east of Merchants Road, under Clifford Ave. (Empire Blvd.) crossed Helendale Road at grade and continued to Irondequoit Bay. Equipment was two steam locomotives, 12 flat cars, one baggage car and 5 passenger cars. In 1890, it carried 115,582 passengers.

The road was unprofitable and after a couple of owners was sold to Irondequoit Park Railway in 1895 who converted it to standard gauge and electrified it.

The editor has not checked, but one of William Gordon's books may have additional details.

Also Charles Lowe's "Trolleys to Glen Haven" is another source. This book is available at the NYMT gift shop.

Computer Viruses circulating

It appears that the Klez (spelling) virus may have infected some of our Chapter member's computers and has been using their 'address books' to contact others. Beware – keep your antivirus program up to date!

The Editor has received several e-mails with Chapter member's name as the sender, but the attachments had viruses in them.

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Chapter Meeting & Program:
Test Your Knowledge!
 + Riding The Rails (2 of 3)
 with compliments of our
Motive Power Gang
 at the
Depot Museum
From 6 PM on
NYS Route 251

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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. 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)
