



The Semaphore

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

August 2002
Volume 44, No. 11

Program for Aug. 15:

Riding the Rails

Part 3 of 3

We will finish our Summer meetings at the Depot enjoying:

1. The Motive Power group will furnish the diesels.
2. 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 our displays!

This event takes place at the Rochester and Genesee Valley Railroad

? Take a Ride!

We'll 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 chance to



Before the new roof.



After the new roof!

The Industry Depot gets a new roof!

After some 25-plus years, the roof on the Industry Depot was nearing its useful life. (Note the "blemish" on the roof in the left picture.) For several years, this has been a concern of the Trustees. So this past month, contractors were hired to re-roof the building with shingles that closely match the originals. Details on Page 7. *[Digital photos by Chris Hauf]*

'2002 DIESEL DAYS' are almost here!

Extra volunteers are needed for Saturday and Sunday, August 17 and 18

Diesel Days, the Rochester and Genesee Valley Railroad Museum's biggest event of the summer, will be held Saturday and Sunday, August 17 and 18.

This is the one chance during the summer season when museum guests can ride diesels and cabooses between the New York Museum of Transportation and the Industry Museum.

We'll need volunteers for a wide range of duties, including train crew, starters, Depot Guides and relief personnel. Please contact Dale Hartnett (585/243-0139 or dhartnet@foxrochester.com) if you can help.

The Museum will be open from 11 AM to 5 PM both days. Since our operations during Diesel Days will differ from our normal routine, we will have a mandatory safety briefing both Saturday and Sunday mornings at 10:15 at the Industry Depot. All volunteers working for the day should be prompt so that we can outline special needs for the day's operations.

Volunteers working at the Museum on other projects on Saturday, August 17 can help the visitor experience by parking south of Route 251, avoiding projects in the Depot or display yard and trying to find an out-of-sight place for lunch.

Many thanks for your help! We look forward to another successful Diesel Days event. *[DH]*

Library Hours

7:30-9:30 PM

Monday, August 19

Library Phone: 872-4641

Lots of Activity in Webster on Passenger Train Set

Details and photos on Page

Chapter Member Wins Photo Contest

Rochester Chapter member **Duncan Richards** recently took a Gold Medal at the regional competition of the prestigious Kodak International Salon of Photography. The photo will now proceed to the finals competition in Australia, to be held this October.

The subject of the photo is a set of steam locomotive driving wheels in the Daqing Shop in China. Duncan promises to include this transparency in his next Chapter slide show.

Congratulations to Duncan, and good luck at the final in Australia!

[JR]

Another Member has article published -- see Page 2

Schedule of Track Car Operators

August 11:

Harold Russell
Ed Van Horn
Bill Blaesi, alternate

August 17: ** Diesel Days

Vern Smith
Gale Smith
Charles McCabe, alternate

August 18: ** Diesel Days

Vern Smith
Bob Achilles
Bill Blaesi, alternate

August 25:

Tom Saul
Jerry Gillette

September 1:

Ed Van Horn
Letwin

September 8:

Steve Huse
(operator for TC1/2 needed)

September 15:

Harold Russell
Letwin
Ira Cohen, alternate

September 22:

Tom Saul
(operator for TC1/2 needed)

September 29:

Jerry Gillette
Bill Blaesi

(To be continued)

Attention Track Car Operators

The following dates are still available:

September 8 and 22 (TC-1/2)

October 6, and 20 (both TCs)

October 13 (TC - 1/2)

Also Alternate Operators are always welcome. We have openings on August 4 and every Sunday from August 25 on with the exception of September 15. Typically the Alternate Operator gives the TC 2/1 and TC 3 operators a lunch break. Alternates typically arrive about noon and stay till 2 or 3.

If you have not operated this year, it is not too late to participate. Please call me at 585-427-9159 or E-mail at HYPERLINKmailto:haroldrussell@juno.com haroldrussell@juno.com

Caution....Caution....Caution

TC operators need to confirm that their 'steed' has its fluid levels up to proper levels. Recently, one car was found needing **two** quarts of oil. Reestablishing proper levels at the end of your shift would give added assurance.

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.

August 11:

John Becker
William Limburg

August 17: ** (Diesel Days)

August 18: ** (Diesel Days)

Darren Baun
Steve Oagley

August 25:

Tom and Tony Way

September 1:

Dick Anderson
Mike Root

September 8:

Tony Mittiga
Bill Blaisi

September 15:

Ted Miller
Eric Deise
Ellen Henry

September 22:

Jack Matsik
Bob Achilles

September 29:

Mike Root

October 6:

"RIT Day"
Ron Amberger and RIT Train Club

(To be continued)

Chapter Member Coauthors Feature Article

Beth Krueger, Rochester Chapter member, who currently resides in Texas, is coauthor of the cover story for the September 2002 issue of *Railfan and Railroad* magazine. It is an interesting article on Railfanning in Central Texas. Included in the article are several photos by Beth.

Her auto-biographical sketch mentions her affiliation with the Rochester Chapter, as well as our ownership and restoration of a Plymouth model BL locomotive, for which she has shown great support.

Congratulations to Beth on the publication of this fine article.

[JR]

Membership Report

Janet Dittmer, Chairperson

Welcome to:

Bobbie Corzine
130 Gorton Ave
Hilton, NY 14468
392-5517

Address Change:

 (Please update your Roster)

Sam Swisher
1040 Garson Avenue
Rochester, NY 14609

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 calls.

Mailing Problems: Concerns about receiving this newsletter should be sent to Dee Mower, 21 Coleman Ave, Spencerport, NY

Editor is on the InterNet

The e-mail address is:

gale299@frontiernet.net.

Contributors to this issue

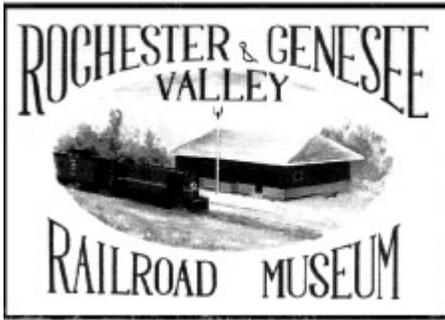
Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Jeremy Tuke, Rand Warner.

2002 NRHS Convention on Web

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

Those not going to the Convention can keep up to date by visiting the website: <http://www.nrhs.com> daily during the convention for coverage of convention events, including pictures, activity descriptions, etc.

Details on the RailCamp sessions can be obtained from <http://www.railcamp.com>.



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

Workin' in Webster

by Chris Hauf

The month of July saw a large amount of work get completed on our passenger car set in Webster. With the backbone of Rand Warner moving tools and supplies from the R&GV RR Museum to Webster, Dave Luca and Bob Miner providing their leadership and expertise while putting in 40+ hour weeks working on the cars, Jeremy Tuke coordinating logistics and additional volunteers, and the addition of two professional passenger car mechanics the Chapter hired through Dave Luca, we were able to get the ball rolling on our punch list with many things seeing completion or near completion during July.

One of our main goals was to improve our HEP system to make our cars "plug & play". The work has been nearly completed and the cars now sport HEP plugs and pigtails allowing them to be easily disconnected. Also made plug & play was the train's water system. Chris Hauf modified Bob Miner's system with new quick disconnect hoses between each car.

Additional work was undertaken by our hired contractors to help improve the ride quality of our RPO car. This included weighing the car to determine its loading, adding a "keel" under the generator end of the car and welding in place a stainless steel underbody fuel tank which

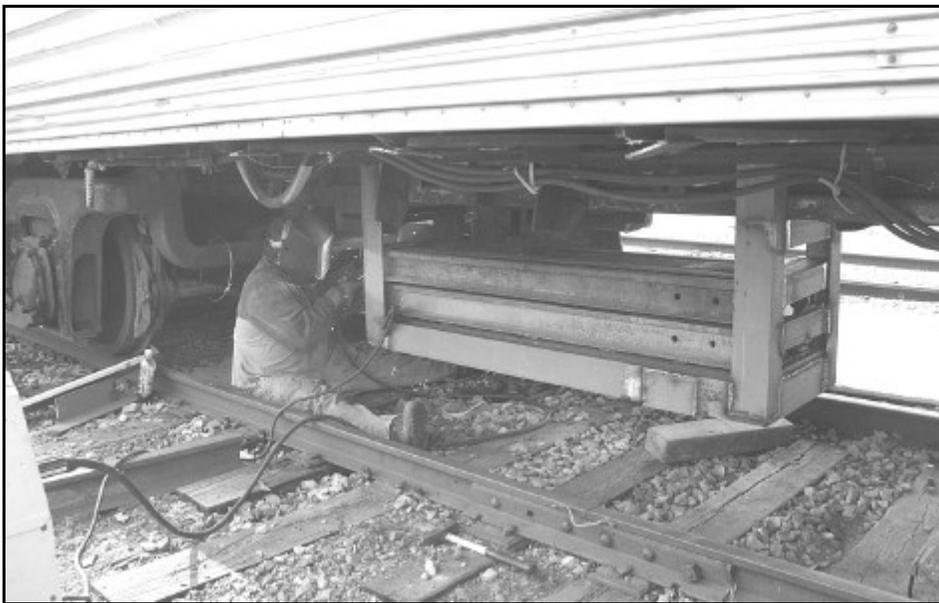
Dave Luca acquired as surplus from the defunct Marlboro train from several years back.

Finally, a design for diaphragms on the cars was created and to date, about 1/3 of the ends of the cars have their new diaphragms fabricated and mounted. Lots of other work was also undertaken like replacing window screws, other electric tune ups and more.

With all these accomplishments, the punch list still remains pretty long. We have diaphragm assemblies left to fabricate and install on the cars, new emergency windows to install, interior improvements (painting) and more before we roll in September. So, we still need YOUR help! So, if you think, you can help, please come on out! Work sessions are being held on both Wednesday evenings and Saturdays although ad-hoc sessions have been taking place almost any time of the week. If you would like to help, please call Bob Miner (671-3589), Jeremy Tuke (359-8944) or Chris Hauf (381-8583).

Finally thanks must go out to Dave Luca, Bob Miner, Rand Warner, Jeremy Tuke, John Redden, Neil Bellenger, Dale Hartnett, Bob Fitch, Rick Israelson, Art Mummery, Charlie Harshbarger, Chris Hauf, Steve Oagley, John Weber, Janet Dittmer, and several others for providing their time and skills. We also must thank our contractor Ed & Sid for their help and expertise!

And we hope to see you in Webster soon!



One of our contractors is welding on the special ballast rack they built under the Alonzo B. Cornell to help with its weight distribution. The cavity will be filled with 6-foot sticks of rail, each welded in place to keep it from moving.

[Digital photos by Chris Hauf]



Neil Bellenger welds some of the studs on the end of a coach where the new diaphragms will be attached.

Great Start Ups

Following the recent good news in the last couple months on the successful startups of our Burro Crane and D-7 dozer, we are pleased to report the latest news:

Rick Israelson, with assistance from Art Mummery and Joe Scanlon, has had a successful startup of the FWD truck. The old 6-cylinder gas engine sounded good. This all-wheel-drive vehicle would make a great platform for several possible uses.

Dan Waterstraat has gotten our 4-wheel drive 1966 1-ton International contractors dump running. This has a V-8 as 345 cubic inch engine and 4-speed transmission. It is a go-anywhere truck that can get in tight places to deliver materials and will be our plow truck for winter parking lot and access road duty.

For our NEXT Start Up ...

We will be looking to hear the throaty roar of the old V-8 85-hp engine in our REA Railway Express truck. Lynn Heintz, Rand Warner, Rick Israelson and Dick Bean are working on this startup effort.

Stay tuned.

[RW]

Landscape Dept.

Janet Dittmer is at it again, planting flowers along our main line right-of-way. Keep your eyes open for new blooms while you are riding the track cars or trains.

Dave Luca is weed wacking along the right-of-way up the hill from the Depot, and all through the areas to the west side of LA&L RR.

Bob Mader has mowed our right-of-way from Switch #6 north to beyond Reid's crossing, using the newly operational Farmall tractor and mower.

[RW]

Ambiance at NYMT

Over the last several weeks we have been building up the supply of track tools, track materials and support equipment located at NYMT.

This will facilitate more effective and efficient track work on the northern half of our joint R&GV RM/NYMT trackage, and will be appreciated by our Section Foremen and Volunteers.

An inventory of track tools and tack materials will be posted inside the door at the rear of the NYMT barn door.

[RW]

WXXI-TV schedule of train programs

Sat., 8:00 p.m. Aug. 3: *World Class Trains III: "The Northern Belle"*

Sat., 8:00 p.m. Aug 24: *World Class Trains III: "The New Polar Express"* Journey crosses the highlands of Sweden north of the Arctic Circle.

Development

Chairman, Jeremy Tuke

Dick Bean has visited the Buffalo office of the US Senator, and presented information requesting assistance on our steam locomotive restoration program.

Jeremy Tuke has hosted a visit by the Rochester Area Foundation to R&GV RM and to view the Subway Car #60 project, relative to additional restoration sponsorship.

Track Department Update

Switch #5 at R&GV RM

The frog at Switch Number 5 has now been removed from service, and temporarily replaced with a straight rail. This will allow us to repair and replace worn and damaged parts on the frog, without disrupting the heavy Summer traffic on our Railroad. This frog was disassembled by Dick Holbert and Young Railfan Nathan Dunn on July 27th.

Dick Holbert has removed from service the derail located just north of Switch 5. He has also identified several ties for replacement in this vicinity.

Weed Spraying

Randy Bogucki, assisted by Bob Miner and Tony Mittiga, has sprayed the entire main line from NYMT down to R&GV RM. This was critical to protect our ballast investment and will also pay off in safety of visitor and volunteer operations.

Clearing overhanging growth

Tom Webster and John Redden are leading up an effort in early August to run a train and rent a chain saw tree-limber to clear our main line right-of-way of any dangerous overhanging branches, which could hurt our volunteers or visitors.

Barn Lead Switch at NYMT

Randy Bogucki and Mark Pappalardo, assisted by Tony Mittiga and Rand Warner, are continuing replacement of ties and switch timbers in this heavily used area. Now they are rebuilding the guard rail area just before the road crossing.

Randy Bogucki and his assistants continue to work in the vicinity of the switches at the NYMT on Tuesday evenings and selected Saturdays. A thorough summary of their work will be published in next month's *The Semaphore*.

Rand Warner continues to make periodic visual inspections of the track at various points along the railroad.

[RW, JR]

Fairmont Track Crane

A horde of people has been working on rebuilding and reassembling this very useful piece of equipment.

The crane tower bracing struts have all been rebuilt and re-welded by Neil Bellenger. They are now all re-installed.

The track clamp assemblies at the four corners have been removed for prep, priming and painting,

The foot operated parking brake is being made operational.

Minor work is being done on the decking.

The unit will be repainted.

Thanks to all our many helpers: Neil Bellenger, Jeremy Tuke, John Redden, Rick Israelson, Norm Shaddick, Rand Warner and others.

[RW]

Motive Power Update

Gasoline Locomotive

Kevin Klees and Ron Amberger re-installed the crankshaft for the Buda prime mover. This means that the Plymouth is now officially starting to go back together! Kevin also has filed all 158 teeth on the flywheel, and is now starting to fabricate the flexible coupling between the engine and the transmission.

Replacing the three large drive chains will require a cash outlay of several hundred dollars. Will all the real "Critter People" out there step forward—please call John Redden or Kevin Klees if you can help on this expense

Stay tuned for further developments on our smallest locomotive.

Steam Locomotives

Nearly all of the valve gear parts have been removed from the fireless locomotive. Preparations are underway to perform a thorough inspection of the pressure vessel. We continue to be cautiously optimistic that this engine can operate again in the fairly near future.

Many thanks to John Weber, who has located an inspection report for the fireless locomotive. This remarkable find will be very valuable tool in establishing a history for the inspection and maintenance on the pressure vessel.

Diesel Locomotives.

USA 1843 and NKP 79 were used, along with the Erie and Penn Central cabooses, at the July Chapter meeting.

NKP 79 was recently used on a work extra, as a platform for trimming trees along the right-of-way.

[RW, JR]

FWD Runs Again!

On Tuesday, July 2, a major milestone was reached by Rick Israelson, with help from Joe Scanlon, Art Mummery, Rand Warner, and others. The Waukesha engine on the FWD truck was started, and run for the first time in quite a while.

Rick has, almost single-handedly, brought the FWD back to life. He started work on this truck in 2001, and has given it a lot of TLC. Most of the earlier work involved loosening the attachments for the large V-8 LeRoi engine, which is located on the flatbed portion of the truck. This engine will be removed for placement at the NYMT, where it will eventually become the prime mover for former subway locomotive L-2. More recently, Rick has concentrated on getting the FWD's own six cylinder Waukesha gas engine operating. He is now in the process of changing the lube oil and filter, cleaning the fuel tanks, and changing the transmission fluid.

Congratulations to Rick and his assistants on this accomplishment! [JR]

Work Started on Crossing Watchman's Shanty

The hexagonal NYC crossing watchman's shanty that has resided at the end of track five for several years was recently moved into the parking lot. Dale Hartnett has spearheaded an effort to get the restoration of this building started. He started stripping the several layers of paint from the outside walls, and has found the wood to be in surprisingly good condition, so far. He has recently been joined by Charlie Marks, and Matt and Nathan of the Young Railfans in stripping paint. Charlie has evaluated the condition of the building and is making plans for restoration of the internal structure, including the floor, as well as the external siding and roofing.

Thanks to Dale, and all who have helped to get this project moving forward. [JR]

Snow Plow Roof Replaced

The father-and-son team of Charlie and Jesse Marks recently replaced the tar-paper roof on the WAG snowplow. This was a very important accomplishment, since the roof was beginning to fail, causing some leaks into the body of the car. Jesse has been researching railroad snowplows and has developed information and several contacts via the internet.

Many thanks to Charlie and Jesse for helping to protect the plow from the Rochester weather. [JR]

Thanks to

Ted Strang for use of gas powered abrasive cut-off saw.

Rand Warner for donation of hand and power tools, tack tools, safety equipment, and period artifacts.

Rick Israelson for spark plugs and ignition wires for FWD truck.

Tom Webster for battery set to make Mack tri-axle dump truck operational again.

Rand Warner for donating an antique industrial catalog, a wooden barrel, a griddle and a bucket for future display

Library Report

by Charles Robinson, Chairman

The Chapter Library will be open Monday evening, August 19 between 7:30 and 9:30 PM for your use. Our library is air conditioned so come out and read in comfort.

This past month there has been a lot of activity in rebuilding the east cupola. Thanks to the efforts of Bill Limburg, Jerry Gillette and with some assistance from the chairman, the rotten siding on the north side has been removed and replaced with simulate tongue and groove wood paneling. A temporary section of wood paneling has been installed over the windowed north side. These panels have been primed and caulked. Bill has removed the rotting sills for the windows on the east side and is working on fabricating a sill with better flashing to upgrade that part of the cupola. The library chairman has been applying liberal doses of roofing cement to other holes on the west side of cupola and to the many cracks in the library roof. To a certain extent a through rebuilding of the cupola has been put off until after the roofing job is done, hopefully next year.

Inside Gale Smith has been continuing cataloging our books., The gift from Victor Parmenter's estate of books and magazines have been catalogued and magazines shelved. Within the past month, another collection from Carl Zeches' family of books, magazines and other items has also been received.

Jerry Gillette has updated our catalog of periodicals. So when you come out you can see immediately what our library contains in respect to magazines. Jerry has also been organizing the newspaper clippings and other railroad related items in our collection.

All this help has made good progress at the library possible.

Hope to see you at the library on Monday, August 19.

Lynn's Observations:

Are we aging?

It is always a pleasure to help Don Shilling in the spring when the school field trips start arriving. By paying close attention to the groups one can also learn something from them. Recently a class from the city was touring the *Pine Falls* and two students were checking out the writing desk when one asked the other: "What's this thing?" The other replied: "I think it's a telephone". The first student then asked: "How's it work?" The reply was: "I don't know". Talk about realizing ones age.

One thing we started to do is to relate how our museum is not just about history, and without science and math most of what is displayed would not exist. That statement always gets at least a few strange looks from the students and nods of approval from teachers. In one group from French Rd. School, it was related to them about Rudolph Diesel, Alexander Graham Bell, Thomas Edison, etc. and questions were called for. One girl raised her hand to Alexander Graham Bell, which was confirmed by the teacher.

George Pullman makes purchase offer for R&GV RR Museum

Last year on Father's Day one group consisted of two separate families which were split to give each more involvement. In my group the 7 year old was interpreting for his parents., Along the way I learned that they came to Rochester from Czechoslovakia and that the city where they lived had many streetcars. When we started to enter the *Pine Falls* they became very excited, conversing in their native language and I soon learned that their name pronounced in English was Pullman and the sons name was George (Jorge). Then the tour was near the end I was thanked and Jorge proclaimed that he had fun and would like to buy the museum for his own. When asked how much he could pay, he proudly removed a quarter from his pocket and I then told him I would take his offer to the directors.

Was Conrail Monopoly Necessary

LA&L President, William Burt, had the opportunity to be working in Washington at the time that groundwork was being done to form Conrail. In the Fall of 1998 issue of the *Journal of Transportation Law, Logistics and Policy*, he authored an article titled "Was the Conrail Monopoly Necessary?" A copy of the article was requested from Bill and it is now in the Chapter's library.

Museum Musings

by Dale Hartnett

The other night we had a visit at the Museum from members of the Rush Fire Department. The firemen wanted to become familiar with our facility in the event they were ever called out to help with an emergency.

During our conversations with the firefighters, we learned that they are constantly trying to recruit new members. They need young firefighters to help carry the load of protecting a growing community.

The fire department even has a scouting Explorer post to help introduce teenagers to firefighting and all the wonderful service the fire department provides to the community.

Is this all beginning to sound a bit familiar?

The problem faced by the Rush Fire Department is a challenge to many fine community organizations, including our own.

We need to continue recruiting potential Chapter members to work at the Museum, help with the Fall Foliage trips, work in the Library and help with 101 other things that make our Chapter a success.

Here are a few ways you can help with this effort:

1. Invite someone who might be a good prospect to attend a Chapter meeting. I would especially suggest the summer meetings at the Museum when visitors can explore our facility and ride our equipment. (We have 1 summer meeting left, Thursday, August 15).

2. If you are a Depot Guide or track car operator, suggest that visitors who love railroads can get more involved in any number of areas. Offer the opportunity to join. If you are unsure what opportunities await the visitor, refer them to any Board member.

3. Speak positively about our Chapter and our activities. People like to associate with positive people. Most folks tend to avoid problems and complaints in their leisure time. They probably feel they hear enough of that at work.

4. Make our events and Museum into showplaces. It's sad but true. People do judge by appearances. We only get 1 chance to make a first impression. Let's make the most of it.

Developing new members and getting the help we need to support our programs is both hard work and very simple at the same time. It's hard work in that we all need to put forth an effort to make it happen. It's simple in that there are a few simple steps we can take to produce excellent results.

Will you join me in the effort?

Happenings in the Construction Division

GENTLEMEN, START YOUR ENGINES.....

By Joe Scanlon

A couple more milestones were achieved during the first week in July by a couple of our determined members.

First, on Tuesday, July 2nd, Rick Israelson got the FWD snow blower truck engine running, after many hours of dedicated effort. Once Rick got the right combination of fuel and ignition, the engine started right up and runs smoothly. Next step is to remove the blower power unit off the rear and install a flat bed body for use around the museum.

By coincidence, Dan Watersraat took a vacation day the next day and managed to get the Chapter's International 1-ton, four wheel drive dump truck engine running! Score two more workhorses added to our fleet!

Many members have been active in helping to remove all the vehicles from our upper "fill" area in preparation for this year's BIG DIG, which will take place beginning in August.

The month of July also saw us send our series 13A Caterpillar D8 tractor out to Mr. George Worden of Worden's Ag Service in York, who volunteered to go through the unit and make it operational for us.

We also have been de-accessioning some of our "beyond repair" vehicles such as the old International 10-wheel dump truck and the old Ford boom truck, with more to follow. The lower equipment yard already looks better!

Come out on Saturdays and join in on the fun!

Deaccessions

Our Construction and Heavy Equipment Departments are deaccessioning excess equipment starting in July.

This is a Win/Win/Win situation all the way around:

1. We get rid of unneeded items.
2. We free up needed space.
3. We eliminate unnecessary repair, rehab and restoration projects and their cash and manpower needs.
4. We accrue needed cash flow to the Chapter for priorities.
5. We make a better appearance to visitors.

The '66 International Dump truck and '69 For Boom truck are already gone. A '73 For can & chassis, a Brockway dump, and old air compressor, and an old Waukesha motor will be gone by the time you read this.

Thanks to Art Mummery, Joe Scanlon, Scott Gleason, Dan Waterstraat, Rick Israelson, Bob Mader and Tom Webster & Co. for all the hard work necessary to make this worthwhile accomplishment a reality.

We expect to keep this effort going until we have cleared out all the excess "dead wood".

[RW]

A Correction

In last month's *The Semaphore*, an article listed the participants in the operations at the July Chapter Meeting. Dee Mowers was accidentally omitted from this list. Dee spend most of the evening as the operator (or "starter") at the Industry Depot. Thanks to Dee for helping out.

[JR]

Joe Scanlon supervises R&S Sand Tower move



Joe Scanlon's rigging crew at C. P. Ward, Inc. recently relocated the sand tower and sand hopper for the Rochester & Southern Railroad from the inactive engine house at the abandoned old salt mine at Retsof, New York, to the railroad's Brooks Avenue yard next to the Greater Rochester International Airport. Joe's assignment also included installing the new concrete footers, pads and piers for the tower and hopper to sit on. Utilizing C. P. Ward's 75-ton crane, the 45 foot high sand tower goes up at its new home.



June Meeting's Exercise



The above photos show just a few of the maneuvers that our track car operators, dispatchers, switchtenders and starters, along with the riders, enjoyed at the June meeting. It was at this meeting that the track car 'trains' simulated first and second class 'trains' and had to meet by taking sidings at one of two locations. The July issue of *The Semaphore* contained more details; these photos were not available for inclusion at the time.

[Digital photos by Chris Hauf]

Industry depot receives a new roof

by Chris Hauf

Haven't been out to the Rochester & Genesee Valley Railroad Museum recently? Well, a major change took place during the first part of July. Our Industry depot received a new roof! Like all good things, the depot roof originally put on over 25 years ago by museum volunteers including our own Bob Mader had started to badly deteriorate. A structure is only as sound as its roof. Knowing we were going to have to face replacing the roof, we started saving our pennies several years back. Through donations, we had almost all the money we needed to hire out the job to a professional contractor. Chris Hauf was able to secure the icing on the cake, however, when on July 1st, the National Railway Historical Society gave the Rochester Chapter a \$3,000 2002 NRHS Heritage

Through donations, we had almost all the money we needed to hire out the job to a professional contractor on July 1st, the National Railway Historical Society gave the Rochester Chapter a \$3,000 2002 NRHS Heritage Railway Grant for the roofing work

Railway Grant for the roofing work based on the application submitted by Chris. With the money in place and a contractor picked, the work commenced and was completed in three days just past the Fourth of July holiday. The depot now sports a 40 year, architectural shingle roof which includes a ridge vent running the length of the building. Sunset Construction was the contractor chosen and they did a great job! Thanks also go out to Dave Luca and Jeremy Tuke for getting roofing quotes and helping to drive the project to completion. Thanks to Chris Hauf for writing the NRHS grant application and many thanks to the many people who donated to the Industry Depot fund over the years. Thanks to you we have a solid roof over our heads again for many years to come!

WXI-TV Train programs (Channel 21, Cable 11)

(All programs are Saturday at 8 p.m.)

August 3: Trains of the World III, "The Northern Belle"

August 24: Trains of the World III, ""The New Polar Express" Journey through the highlands of Sweden north of the Arctic Circle.

From the World Wide Web

Contributed by Dale Hartnett

NYC Subway Car Order

New York City Transit officials approved the purchase of up to 1,700 new subway cars for about \$2.4 billion. They will be built by Alstom, Inc. and Kawasaki Rail Car in partnership

This is the largest order by NYC and is one of the largest transit deals in the world.

Alstom will build assemblies in Brazil and assemble them in their Hornell plant, which employs about 1,000 workers.

The new cars will be similar to the Kawasaki cars now arriving from a previous order. [The New York Times, July 31, 2002]

Saratoga Springs to rehab rail station

The present rail station, constructed in 1956, resembles "an abandoned school cafeteria". The estimated cost of reconstruction is \$5.9 million of which \$4.7 million has been secured in federal funds. [Timesunion, July 23, 2002]

Kinzua Viaduct closed to trains

The famous Kinzua Viaduct in northern Pennsylvania is closed to train crossings, but is open for pedestrian use. Structural defects were found in the bridge. It has been added to "Pennsylvania At Risk 2002" list of the 10 most endangered historic properties in the state. The bridge is currently owned by the Department of Conservation and Natural Resources. Cost estimates and subsequent funding are in planning. [The Bradford Era, July 26, 2002]

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Riding The Rails (3 of 3)
+ Test Your Knowledge?
 with compliments from our
Motive Power Gang
 at the
Depot Museum
NYS Route 251
From 6 PM on
Thursday, August 15, 2002

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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)
