



The Semaphore

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

December 2002
Volume 45, No. 4

Program for Dec.19:

Member's Slide Night

by **Our Members**

Here is your chance to show your favorite train slides, or tell a story about your favorite railroad, or what you saw on a trip that involved railroad themes.

A Carousel projector will be available. To save time, you should have your slides in a tray.

NOTICE:

John is looking for Programs with presenters for January, February, March and April. Please give John Stewart a call at 585-387-9185, or e-mail at RGVRR@rochester.rr.com with an idea (or two).

Winter Schedule!

Library Hours

2 to 5 PM

Sunday, JANUARY 19:

(Since near Christmas and staff commitments, the library will not be open for use in December.)

SEASON'S GREETINGS



Here is a photo of the Christmas Tree Train that ran on Saturday and Sunday of December 7 & 8 between the Depot and Remelt's Christmas Tree Farm. *Jeremy Tuke photo*

IT'S PARTY TIME!

We've worked hard and accomplished a lot in the past year. Now it's time to throw ourselves a party to celebrate!

The Chapter's annual Year End Party will be held Saturday, January 11 at the Industry Depot.

Festivities get underway at 3 PM and go until we can't take it any longer!

Here's the deal: we ask everyone to bring a snack and \$5. We'll provide the pizza, punch and coffee. You'll also get to take a winter train ride on our private railroad at no extra charge!

Dress warmly and bring a smile. (But we do ask that you not bring small children).

We could use some volunteers to help with party arrangements and train operations the day of the party. Please contact Dale Hartnett at 585/243-0139 or dhartnet@foxrochester.com if you can help out. **Also call Dale with Reservations!**

Museum gets Grant for Exhibit

by Dale Hartnett

The Rochester and Genesee Valley Railroad Museum has received grants totaling \$2,500 to help stage the upcoming "Farm to Market" display planned for opening in May, 2002.

The funds come from Max Gonsenhauser Memorial Fund and the Faye Gonsenhauser Charitable Checking Account. The purpose of the grants is to promote agriculture education, especially dairy.

"Farm to Market" is designed to demonstrate the role railroads played in the development of the interior of Western New York, especially in the providing a route to market agricultural commodities.

Plans are to demonstrate the handling and shipping of four separate commodities; milk, hay, dairy beans and apples.

A special feature of the exhibit will be the use of documents to support new demands of the New York State Social Studies curriculum. Under the new requirements, students are to use their experience, observations and reasoning to answer questions based on documents such as photos, letters, and diaries. The exhibit will feature such documents, as well as 3-dimensional artifacts such as milk cans awaiting pickup, 3-wire bales of hay on a platform scale, depictions of apples being shipped in barrels and bags of dry beans ready to be moved on a hand cart.

The grant was the result of an application to the Rochester Area Community Foundation. Jeremy Tuke, Chris Hauf and Dale Hartnett all played a role in the grant application process.

Condolences

Our condolences to Sandi Saracen on the recent passing of her father, Linaeus Blied. Sandi is the Manager of Ontario Midland Railroad and a Chapter member.

Looking for old RR related Photos

by Lynn Heintz

I am asking all members that take photos, collect photos, or have old family photos that show rail served industries and business to participate in a sort of 'archeological dig'. We need to document what the railroad did in our area. This information will help us convey a greater meaning to our visitors as to the economic impact it had.

A few years ago, National got a false start with this idea, but since then, so many good sites have fell to the wrecker's ball. If Rochester becomes a run-thru city in the 21st Century, let us at least be able to show them what it was like before. Again, I urge you to dig those photos up. Surrounding towns are included and also the many small railroad shanties and sheds that are never mentioned.

Call Lynn Heintz, 585-768-6984, or e-

WXXI-TV Train programs:

"Train Tracking" series are for Thursday, at 8:00 PM.

Dec. 16: Train Tracking - Germany

Dec. 26: Train Tracking - Italy/Swiss

John Becker

End of Year = TAX TIME!

If your mail box is like mine, it seems to be filled with charities and non-profit organizations mailings requesting year-end contributions to their programs.

You guessed it, so do we — except we only request that you give your Chapter consideration, particularly if you have a "special" or "pet" project in mind. There are "oodles" of funds, or create your own.

Our address is: Rochester Chapter, NRHS, PO Box 23326, Rochester, NY 14692-3326.

Party Time

For a good time of fellowship, plan on attending the Year End Party on January 11, 2003.

Call Dale Hartnett with your reservations.

Membership Report

Janet Dittmer, Chairperson

Welcome to New Members:

Robert Gullo

41 Hawks View
Honeoye Falls, NY 14472
585-624-5692; JACIGIG11@AOL
Interests: Trips; Museum tour guide and operations; Library; Publications; Historical research; Track car driver

Brooks Parker

39 Spar Cove Rd.
Freeport, ME 04032
207-865-6093;
brookswitemoreparker@hotmail.com
Interests: Library; Publications; Historical research

H. Charles Yaeger

2727 Albion Farm Way
Duluth, GA 30097
770-232-0714; hcyjr@bellsouth.net
Charles is a member of the Atlanta, GA chapter
Interests: Publications; Historical research; Passenger consists; Photo and mapping of abandoned ROWs.

David B. Peet

1738 Creek St.
Rochester, NY 14625
585-586-8964; DAVE-
PAM.PEET@ATT.NET
Interests: Rolling stock restoration; Museum operations; Track car driver.

Carl W. Christensen

218 Navarre Rd.
Rochester, NY 14621
585-544-8573
Interests: Trips; Researching and performing train songs.

Frederick & Barbara Wagner

91 Waterford Way
Fairport, NY 14450
585-223-0830; bshohlw2@aol.com
Former members of the Bluewater Chapter; moved from Rochester, MI.

James & Marie Cimino, Jr.

124 Oneta Road
Rochester, NY 14617
585-756-6599; jciminojr124@earthlink.net
Interests: Rolling stock restoration; Historical construction equipment.

New Phone Number:

Bill Blaesi's phone number is 585-352-6339.

Any corrections/address change?

Moving? In order not to miss any newsletters, please send new information to Janet AND Dee as well as the date of the move. Thanks, Janet

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to Membership Chair, 983 N. Winton Rd., Rochester, NY, 14609-6824. [This will give quicker service over sending to the Chapter's PO Box.]. Please no phone messages. Changes and omissions will appear in the next issue.

To ensure delivery of your newsletter, also notify Dee Mowers, 21 Coleman Ave., Spencerport, NY 14559; e-mail: <dmowers@frontiernet.net>.

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

A new National membership category for students under age 18 was established to encourage the "rail enthusiasts of tomorrow" National dues for this membership are \$10.00. Rochester Chapter dues are \$20.00 for new new members; total of \$30 for this category.

Current Chapter members who are renewing before February 1st receive a \$9.00 Chapter discount **IF** you are over the age of 65.. Please supply your birthday. Otherwise the discount is \$4 before February 1st.

It's complicated; please consult your renewal letter which was recently mailed!!!

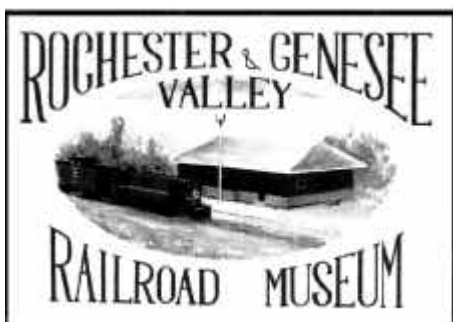
Contributors to this issue

Ron Amberger, John Becker, Janet Dittmer, Mary Hamilton-Dann, Dale Hartnett, Chris Hauf, John Redden, Charles Robinson, John Stewart, Jeremy Tuke, Rand Warner [RW].

Editor is on the InterNet

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





Motive Power Update for October

by John Redden

Gasoline Locomotives

Thanks to Rand Warner for arranging for a new tube and tire on TrackMobile #1. He recently retrieved the wheel/tube/tire assembly from the tire store, and re-installed it.

Kevin Klees reports the following progress on the Plymouth locomotive's Buda prime mover. All pistons, valves, and valve tappets have been cleaned. The tappets have been re-ground. He has manufactured a new oil pump drive shaft. The cylinder block has been cleaned and partially painted. The manifold mounting flanges on the cylinder block have been machined and polished, and the mounting holes have been drilled out and Helicoiled. Brand new gaskets have been fabricated for the valve covers, the crankcase, cylinder block, and the cooling water inlet and outlet. (And all of this in one month - way to go, Kevin!).

Steam Locomotives

Tarps were recently placed on the Heisler locomotive tank, to protect it from the winter weather. Thanks to Ron Amberger, Kevin Klees, Mark Wiczorek, and John Redden. A set of documents relating to the Heisler were recently duplicated and distributed by Ron Amberger. These include relatively recent inspection information, and specifications that were provided to the original purchaser by Heisler. There is some truly priceless information in this package. Many thanks to John Weber for developing the contact and acquiring these documents.

Ron Amberger, Kevin Klees, and Norm Shaddick continue to "pound away" at parts-removal on the Heisler running gear. Ron recently developed some good contacts over the Internet that have already provided us with valuable information on these jobs.

Diesel Locomotives

Thanks to Steve Huse for working on bell adjustment on the 80-tonner number 1654.

Early in November, we had the forecast of an unusually warm Saturday. Chris Hauf

Managers

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

John Redden: 388-9124; ejreden@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.sbgnet.com



Chris Hauf digital photo

RG&E #1941 sports a preliminary coat of paint applied during that one day of warm weather

took on the daunting task of preparing the 1941 for its topcoat of RG&E green. This included a great deal of surface preparation, as well as masking, paint mixing, and equipment setup. Normally, this work would be done over a period of several days, but the Weatherman only provided us with one good day, and Chris proceeded, with help from Jeremy, Daniel, and Matthew Tuke. After the paint was applied, Chris was assisted by Jim Moore and John Redden in removing masking and general cleanup, well after dark. The following day, Chris and Charlie Harshbarger re-installed the covers over the prime movers.

Chris cautions us that there was not enough time or material to put more than one relatively thin coat of green on. While the results look fine to this observer, Chris wants us to know that there will be more body work, and a couple more coats of green applied by next Spring.

Locomotive EK-6 has had a good dose of preventative maintenance done in November, primarily to prepare it for its service on the Christmas Tree Trips, the Year End Party,

and any other Wintertime moves that we might need. The list of work that was recently accomplished includes: Low voltage interlocks cleaned; Reverser lubricated and cleaned; Fuel sump drained; Fuel filter changed; Batteries serviced; Engineer's window polished; Auxiliary generator lubricated, and brushes and commutator checked.

Thanks to all who helped out with these jobs, including Rand Warner, Rick Israelson, Bill Chapin, Jim Johnson, Norm Shaddick,

Coming Out Party(s)

RGV RM has had a regular plethora of coming out debuts in recent weeks:

1. FWD truck runs under own power! Rick Israelson and crew.

2. International 4x4 runs again! Dan Waterstraat

3. Rehabbed CAT D-8 crawler! Back from York and running.

4. Large Pull Scraper! Dropped out of sky from Joe Scanlon.

(Continued to Page 4)

Coming Out ... (Cont'd from Page 3)

5. Army Loco #1654 runs on two trucks! Dick Holbert and Steve Huse.

6. RG&E #1941 In New Paint! Chris Hauf and Neil Bellenger

7. Single-Phase Permanent Power on West Side Restoration Building! Jim Johnson, Dick Holbert, Charles Harshbarger.

8. New Diesel Auger Truck! Scott Gleason, Art Mummery

NOTE:

The BIG D-8 is now hooked up to the BIG pull pan. Looks like we are ready to move dirt BIG time!

Track Department Update

By John Redden

Randy Bogucki provided us with some detailed information on the work performed by the track gangs over the past several months. Most of this work was done by Randy, and Tony Mittiga, with some help from Mark Pappalardo and John Redden. Twenty-one ties have been replaced between milepost 0.8 and milepost 1.2. These are mainly in the vicinity of joint bars. Many track bolts were tightened between Switch #6 and milepost 0.4. Finally, ten joint bars have been replaced between milepost 0.8 and milepost 1.4. Thanks to Randy and the gang for their continuing work on the track.

The frog at switch 5 was removed earlier this year for repairs. It was in need of disassembly and re-assembly with new rivets and bolts. We have been gradually assembling the parts and tools needed to do the riveting, over a period of several months. The bolts were purchased in the Fall, and some rivets have been made from bolt stock. Jim Johnson provided us with the loan of his portable forge; Ron Amberger lent us a set of tongs, and Bob Mader helped out with a portable electric fan. We fired up the forge with coal from the fuel bins in the WAG snow plow and the New York Central caboose. The rather large team of Jeremy and Matthew Tuke, Norm Shaddick, Dick Luchterhand, Bob Miner, Don Shilling, Kevin Klees, and John Redden all pulled together one Saturday, and we managed to hot-rivet one of the rails back into the frog. This was an interesting, educational, and enjoyable experience for us. We now have six new 7/8" rivets in the frog. There are still about a dozen remaining to be installed, but we have the experience behind us, and should be able to tackle the remainder. It was a great team effort.

Rolling Stock Update

by John Redden

The Burro Crane has a roof again. On Saturday, 24 November, a group manually hoisted the roof onto the Burro, and secured it. Congratulations to Dick Bean, and the team of Dale Hartnett, Jim Moore, Jeff Carpenter, Jeremy Tuke, and Rand Warner. The idea for the rigging arrangement was from Bob Mader, who also did some of the preparatory work for the lift, during previous weeks.

Dale Hartnett continues with work on various jobs in the interior of the BR&P caboose.

The Fairmont Track Crane is nearing completion, and will soon be back into operation in Maintenance of Way service.

Operations update

by John Redden

Early in the month of November, the yard was re-arranged in preparation for the Christmas tree trips. This work was performed by Steve Huse, Gene Redden, John Redden, Dick Luchterhand, and Bob Mader. The result was that we now have EK-6 and the two good cabooses ready-to-go on Track #4 for these trips, and other planned Winter activities.

Correction from last month: Your author accidentally omitted two more volunteers who helped test out the 80-tonner number 1654, by running it on a short stretch of Track #5. Taking time out from their steady diet of trackwork, were Randy Bogucki and Tony Mittiga.

Library Report

by Charles Robinson, Chairman

The Library will **not** have open hours for general use in **December** because of conflicts with the Holiday celebrations. Our next scheduled open hours will probably be January 19, 2003, a Sunday afternoon.

This passed month we have been working inside polishing up our collection. Thanks to Bob Miner and Jerry Gillette, we have now shifted our books so the new ones can be inserted properly on the shelves. Jerry and I are going through the remaining small number of items that have not been filed in the proper locations. Gale has been working on short reviews of some of our books to interest members in our collection. Gale also published in the November *The Semaphore* a list of some of the video tapes that are available for loan or viewing at the library.

The heating system is keeping the library comfortably warm. Have a good holiday and we hope to see you next year.

MUSEUM MUSINGS

by Dale Hartnett

In the coming weeks, we'll be setting our priorities for the coming year for the Rochester & Genesee Valley Railroad Museum.

This is a very important process because this will help determine how we will commit our resources and help define what we plan to accomplish in the next year.

In planning our priorities, it would be best to keep several things in mind:

1. Our museum is educational institution run by a historical society. Do our priorities reflect that mission?

2. We are entrusted with many artifacts that can help us tell the story of railroading in the Rochester area. Do our priorities assure that those artifacts will be available for coming generations?

3. Many of our artifacts are stored outside. Will our priorities guide us in taking responsible action to stabilize, preserve and restore those artifacts (in that order).

4. We may have resources that we will never put into service at the museum for display or functional purposes. What resources do we have that might be better donated to other historical societies, sold or otherwise disposed of?

5. In addition to setting a list of priorities, we need to set goal for accomplishing them. How will we do what we want to do? Do we have enough time, money, space, expertise and muscle power to do what we want? How can we make sure that the important things get done?

The bottom line is that we need to do the important tasks to keep the museum running well and we need everybody's help so that we can all pull in the same direction!

As always, we welcome your input!

******* News Flash *******

From *USA Today*, Monday, Dec. 9, 2002:

Laurel, Indiana: Two cars of the White-water Valley Railroad "Christmas Train" derailed in southeastern Indiana. Of the 400 passengers riding the train, about a dozen were taken to a hospital. Authorities were investigating what caused the derailment.

Need Pullman Co. Photos?

Contact Arthur S. Eggerton, Jr., Smithsonian, National Museum of American History, Room 5004 MRC 628, Washington, DC 20560.

Mr. Eggerton is a former 'railroad man' and knowledgeable about this complete collection. Thanks for Mary Hamilton-Dann for this information.

Trolley Power Substation

Rand Warner, Facilitator

Progress for Nov.:

Charlie Lowe and crew at NYMT has finished clearing out the southwest corner room of the NYMT barn.

Charlie has also drawn up a site plan showing the overhead and underground wiring coming in from NiMo Power and the dc going out to the trolley overhead.

Dick Holbert and Jim Johnson are collaborating on the electrical schematic and electrical layout.

Charles Harshbarger has collected data and prices to estimate the underground conduit for two options.

Ted Strang of NYMT is making arrangements for construction of the new cinder block walls and installation of the steel framed door.

Scott Gleason, Charles Harshbarger and Rand Warner have laid out and staked out the outdoor route for overhead and underground wiring.

Jim Dierks of MYMT has provided funding data and schedule inputs.

Randy Bogucki and Tony Mittiga (NYMT) have temporarily removed ties and ballast from the loop south leg in two places where we have to excavate under the track.

Rand Warner is investigating options on permits, inspections and service.

Scott Gleason has arranged donation and sale of a third bucket truck, so he could purchase an upgraded replacement diesel auger truck.

Dan Waterstraat is looking at options to build the 3-phase and dc light banks.

Rand Warner and Jim Johnson are round-put the critical electrical components.

Plans for Dec:

Remove two new poles recently placed near south loop leg of trolley track, using new auger truck.

Purchase and deliver conduit for underground wiring.

Remove concrete end-cap to manure trough so conduits can be connected to substation wiring.

Excavate two trenches for conduits, place sand bed, install conduits, and cover with sand and fill.

Submit request for service to NiMo, accompanied with site plans, schematics and layout., and meet with NiMo engineer to review placement of overhead wiring and transformer bank to be furnished by NiMo.

Submit Underwriter inspection application with data package.

Review data package with Town of Rush Code Enforcement.

Acquire and deliver materials for block wall and steel door.

More Traction Action

Progress:

NYMT has had a veritable flurry of trolley activities over the last several months:

Hornell Street Railways Plow #34

Placed on two axle dolly frame built by Charlie Lowe using track speeder axles and wheels. Unit is now tarped for winter.

Rochester City Car #437

Trucks obtained via swap with Western Railway Museum, Rio Vitsa, CA. Trucks in place beside car, ready for car body to be craned over. Car body tarped for winter.

Philadelphia & Western Car #168

Neatly tarped up for winter.

Philadelphia & Western Car #161

Moved back inside barn. Widows out and in rehab. Ceiling lights out and in rehab. New roof walk in fabrication. Trolley poles to be mounted.

Rochester & Eastern Car #157

The BIG news is Car 157 is setting on standard gauge trucks (from Japan) on newly re-gauged standard gauge track. The old, broad gauge trucks were swapped with Western Railway Museum for the trucks for Car #437 (above). Matthew House Movers were a big help in raising and lowering Car #157 for the truck swap out.

Rochester Products/Delphi & TME TrackMobile

Was used to make the myriad of car and equipment moves and to rearrange cars on yard tracks.

N-Scale model of Rochester Subway

An 18" wide x 20 feet long table layout of the downtown subway is under construction in the Model Railroad Room. Dick Luchterhand is overseeing this operation by a group of young modelers to get them interested in model railroads.

Possibilities for a Very Bright Future

NYMT now has interurbans #167, #157, #161 and #168 on trucks, and potentially moveable in and out of the barn for display or special events. Two can operate!

NYMT has two pieces of electric maintenance-of-way equipment on wheels: Sweeper/flanger #C-130 and Hornell plow #34. The sweeper needs only new traction motor cables to be installed in order to be potentially operable under wire.

NYMT has trucks on hand for Northern

Texas Traction #409 and Rochester City Car #437. Once mounted on trucks, these cars could have the potential for at least using them as trailers.

NYMT's antique 4-wheel Car #0162 sand car has complete running gear and motors and controllers. A restored/replicated body could be made to run again.

NYMT could use the running gear of Car #0162 as a pattern to fabricate a 4-wheel truck for their Batavia City Lines Car #33. With new equipment available from Kiepe Elektrik, this car could also be made to run again.

NYMT could have the yard tracks in front of their barn electrically powered from overhead. The poles and span wires are already in place. With wire and hardware on hand at NYMT and bucket and auger trucks on hand from R&GV RM, we could place overhead here, and also complete overhead wiring down through the S-curves to the new hand-off point.

NYMT has an indoor station facade that potentially could be used to load passengers into trolleys for special events, by running active cars into the barn. This was done in many large cities, and would also pseudo-simulate Rochester's Subway operation in the downtown, underground section of the city.

NYMT Hornell Plow #34 could be even temporarily dubbed up with a T-111 covered body and plywood plow to be put on display to the public.

NYMT's P&W Cars #161 and #168 are both functional, permitting operations with two scheduled cars (but not as multiple units), or one base car and an extra car, or one base car and a local tripper; as was done on RL&B to Elmgrove and on RS&E to Fairport.

NYMT could clear snow down to the new hand-off point with Sweeper #C-130 using our new all-weather, indoor substation commercial power.

NYMT has a knuckle coupler adapter for Cars #161 and #168, permitting either or both cars to be locomotive hauled over the entire length of our line for special events. This would afford a carrying capacity of 100 people with no standees.

NYMT's 1928 Plymouth loco #L-2 is partially restored and all parts are on hand. The replacement LeRoi V-8 gas engine has now been removed from the FWD truck by R&GV RM and is available for installation. This 35-ton Plymouth from the Rochester Subway freight belt operation could be made to run once again.

Picture This**Real Mountain Railroading**

A double headed freight train with a pusher at the rear, heading North up the hill from the Depot, snaking through our S-curve, and overcoming a 3.5 % grade challenge!

We can certainly put together the freight consist: five or six or even seven assorted freight cars and a caboose.

We can certainly come up with a caboose to carry the rear markers – we have a choice of six, plus one more at NYMT.

We will very shortly have not one, not two, but THREE operating diesel center-cab locomotives to apply for motive power; at any time of the year, was these locos all carry anti-freeze.

Now wouldn't that be a pretty sight against a fresh 6" of new fallen snow!

We could really do this – all the pieces are in place. What a job our Chapter's expert photographers could do with something like this.

Are you listening — Chris and Duncan and all? [RW]

Thanks to ...

Charles Lowe for back issues of *RAIL-PACE* for our R&GV RM technical library for our volunteers.

Helen Bellanca for donation of old RR photos of Southern Tier area for Chapter Library at Webster.

Otto Vandrak and **Rand Warner** for donations and pledges for RG&E #941 batteries.

Rand Warner for brakeman's lantern and audio plugs, truck mirrors, toilet and baggage room signs for RL&B #206 car, six potted pine trees for berm, starter relays, plastic sheet for Burro crane, railroad and mechanical literature and mechanical hardware.

Scott Gleason for potted evergreen trees for berm.

Hortense Remein for donation of AAR promotional book from 1950s; for use in our theme diaramas and displays.

Keith Payne for nine boxes of rail magazines, to be sold on Excursion Train

END OF YEAR PARTY

Remember the date: Saturday, January 11, 2003 for the Rochester Chapter, NRHS Annual Year End Party at the Industry Depot!

Construction Division*by Joe Scanlon***Another Caterpillar comes back to life**

A couple years ago the Chapter took advantage of a Federal surplus property offering and bought a CAT D-8 crawler tractor which was surplus to the needs of the Operating Engineers Training site at Canaseraga, NY, outside of Dansville. This tractor needed a 'little work' but was within our capabilities.

Mr. George Worden, Jr. visited our Museum and was impressed with our collection and our achievements. He offered to take the D-8 and restore it to running condition. A major challenge was that the tractor needed a complete radiator replacement, but Mr. Worden had a parts D-8 tractor available with exactly the right radiator, since this grandfather, Earl Worden had an excavating business and had a number of old CAT tractors. George Worden, Jr. had been working on these machines since he was quite young, and owns a thriving business: Worden's Agricultural Repairs in York, NY.

So earlier this year we sent the tractor to Worden's. It came back in fully operational condition in November, ready to go to work.



John McDonald tries out the refurbished D-8 Caterpillar in the equipment yard.

Chris Hauf digital photo

The day we started up the tractor to move it up to the Restoration Building, John McDonald showed up and volunteered to move the tractor for us. John used to run similar machines years ago for the Oscar DeBree Company.

The D-8 has a double drum Model 25 rear power unit, which can be mated to a tractor pan for earth moving. Since we already have a nice big bulldozer, it would be nice if we could find a pan scraper unit for the D-8. But that's another story that you'll have to wait for another article.

Light your way during the dark winter nights; or an ideal gift for giving!

These railroad-endorsed lanterns are marked with the R&GV RR Museum logo. They are manufactured by Star Headlight of Avon who supplies the RR industry with these lanterns.



If you are interested in purchasing one, please contact Chris Hauf (crhauf@frontiernet.net, 585-381-8583).

We can ship anywhere in the US..

Low-cost reference books

Ron Amberger sent an e-mail to alert researchers to two books.

1. "Jane's World Railways: 1996-97" price is \$12.95 (originally \$350)

2. "American Railroad Passenger Car" by John H. White, Jr. This is a two volume set, softbound version. \$39.95 Mr. White was curator of railroad technology at Smithsonian Institution.

These are available from: Scholar's Bookshelf, 110 Melrich Road, Cranbury, NJ 089512. Phone orders: 609-395-6933, or on the web at www.scholarsbookshelf.com

Have you renewed YOUR Chapter Membership?

If not, Janet would appreciate your attention to this detail.

An Interview**Dale Hartnett**

Dale Hartnett first saw daylight in Endicott, NY. His early childhood was spent in Moravia, NY.

He received

a Bachelor of Arts in Political Science from SUNY, Geneseo, and expanded on this with a Masters in Business Administration from the Rochester Institute of Technology in 1976.

Dale has been working in broadcast media even during his BA studies. From 1968-1981, he was in radio (WNYR/WEZO). In 1981, he transferred to television, namely Fox Rochester. He is parttime college teacher at SUNY Brockport where he teaches courses in broadcasting.

Dale moved to Leicester in 1959 from the Finger Lakes area, where he lived within a 1/4 mile from the DL&W mainline during its last year of Lackawanna independence. He has been living in Geneseo for the last 40 years.

His interest in railroads was 'sparked' by watching the trains on the Erie's mainline from his grandmother's porch in Endicott. To expand his 'love' he watched Lehigh Valley Sayre-Auburn line that ran along the west side of Owasco Lake.

Current railfanning is watching trains at CP367; searching for railroad buildings and artifacts; and working at the Museum, especially on restorations. And at least once a year Dale makes a trip to Altoona.

He became a Chapter member about 1997. One of his first Chapter activities was to start the Chapter's Young Railfan Program. This program, developed in conjunction with the Boy Scouts of America, is now in its fifth year. These teenagers, both boys and girls, are exposed to various aspects of railroading. They have taken on numerous projects resulting in successful completion around our Museum. One Young Railfan attended NRHS' "RailCamp" in Scranton.

Dale is currently one of the Co-Directors at the Rochester & Genesee Valley Railroad Museum (in charge of Visitor Operations);

has served on the Board of Trustees since 1999 and is serving on several committees including Development and Transitown.

Besides membership in NRHS National, he is also a member of the Pittsburg, Shawmut & Northern Historical Society.

Dale is always promoting the positive aspect. He writes: "I am in constant amazement at the skills of Chapter members who volunteer their time at the Museum, on the Excursion Train set and at the library. Our organization is truly fortunate to have so many dedicated volunteers."

From the Internet

Collected and contributed by Dale Hartnett

Turbotrains for Empire Corridor

On Nov. 7, the New York State Dept. of Transportation has accepted the first of seven Turbotrains being rebuilt by SuperSteel Schenectady, Inc. The seven car trainset was accepted after overnight tests between Rensselaer and Penn Station in NYC. Eventually, the trainsets will operate between New York City and Niagara Falls after the trackage between these two cities have been updated for high speed service. When that will occur is open to anyone's guess as Amtrak is facing a budget crunch. NYS owns the trains and will turn them over to Amtrak, who will man and operate them. [albany.bizjournals.com 11/07/2002].

CSX to lay off 19 workers in Buffalo

As result of the economic downturn, CSX is reducing staff at its Frontier Yard in Buffalo. The layoff will leave 46 people in that department. [www.buffalonews.com, 11/14/2002]

Southern Tier Line gets extra \$4.1 million

The Southern Tier Rail Authority learned it will receive about \$4 million more from the state. The monies will be used to upgrade grade crossing signal repair, replacing 75-year-old rail line and repair a bridge in Chautauqua County. The line is being operated by Western New York and Pennsylvania Rail Road, a subsidiary of LA&L. [post-journal.com, (Jamestown, NY), 11/18/2002].

Jamestown, NY station declared Endangered Historic Site.

The Erie-Lackawanna passenger station in downtown Jamestown, NY was named one of "Seven to Save" by the Preservation League of New York State. The station has been vacant since 1970 although several developers have attempted to renovate the building. This designation may help to keep the station from being demolished. [post-

journal.com (Jamestown, NY), 11/20/2002].

Will Bridge Collapse?

Amtrak is worried that a road bridge over its four-track mainline may collapse onto the railroad. The bridge, which carries Fruitville Pike traffic, is presently closed. Several options are being considered to alleviate the problem. The bridge is west of the Lancaster train station. [www.lancaster online.com, 11/20/2002].

Ashland rail building saved

The town of Ashland, NY has been given title to an old trolley building, originally constructed as a substation which supplied power to the Elmira, Corning and Waverly Railway, an interurban line. After the line shut down in 1930, the state bought it in 1952 and used it for office and storage space for highway maintenance.

The proposal is for the Ashland Historical and Southport Historical Societies will use it as a museum. The substation and its 3.4 acre lot is on Route 427. It is the only one left of the three substations that served EC&W. [www.stargazettenew.com, 11/21/2002]

Bombardier group bids on contract

Amtrak is not the only bidder to operate the Boston commuter rail service, which carries 140,000 riders each day. The contending group consists of Bombardier Inc. of Montreal, European rail company Connex and a Boston consulting firm. [www.globeandmail.ca, 12/02/2002].

Alstom wins Atlanta contract

Alstom Transportation, Inc. was awarded a contract worth up to \$266 million to rebuild most of Atlanta's municipal transit fleet (238 railcars).

This continues Alstom success in collecting contracts. In July, it won a record subway-car contract to build as many as 1,600 cars for New York City. A month earlier, Alstom won a contract for 182 railcars for Washington Metropolitan Transit Authority. And in April, Alstom got another contract for 220 railcars for New Jersey Transit and the Maryland Mass Transit Administration.

But a clinker arose. Last month, Alstom announced that a Columbus, OH firm that manufactured the wheeled undercarriages closed. This forced the company to layoff employees. [www.eveningtribune.com]

GE Locomotive firm had a fire.

One of plants of GE Locomotive Transportation System in Erie, PA endured a fire. The fire dispatcher sent four fire companies to Building 26 inside GE. Details of the fire, or resulting damage, was not released. [www.goerie.com, 12/04/2002].

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

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
Member's Slide Night
 by **Chapter Members**
48 & 8 Club
 933 University Ave.
Thursday, Dec. 19, 2002

Happy Holidays!

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

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

The Semaphore Staff:

Editor: Gale Smith
Printing: Bob Miner/Gale Smith/Jerry Gillette
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: (585) 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)
