



The Semaphore

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

February 2003
Volume 45, No. 6

Program for Feb. 20:

Local Area and Railfan Trip 2002 Slide Show by Luke Irvine

Luke will be presenting a slide show taken of the local area plus Railfan Trip 2002 (Arkansas and Missouri; BNSF, IC, UP, etc.)

Notice:

Meeting Time Change

Store open at 7-7:30PM

Business Meeting will start

PROMPTLY at: 7:30 and ends at 8:00

Program: 8:15 PM

During the Program, the Store will be
CLOSED.

Library Hours

2 to 5 PM

Sunday, February 23

Library Phone: 872-4641

Track Car Training Schedule

March 22: Classroom

March 29: Classroom

April 12: Classroom & Hands on
(weather permitting)

April 26: Hands on

May 10: Hands on

May 18: Opening Sunday

All classes are to start at 9 AM and will
be held at the NYMT

Please mark your calendars!

Winter Campout/Sleepover

This event is scheduled for February 22nd. It is a fun time for participants, and the editor hears the the 'eats' are excellent and plentiful.

For more information, contact John Redden at 388-9124 or Dale Hartnett at 243-

Have you renewed your
National and Chapter 2003
membership? If not, see Page 2.

*(Editor's apologies: A major portion of
Jeremy's "Year in Review" report did not
make the 'translation' between our
computers. Hence, it is being repeated here
in full — I hope!)*

Year in Review- 2002

by Jeremy Tuke

The past year has been another fruitful and interesting year for the Rochester Chapter, NRHS. Without the dedicated efforts of our many volunteers none of the activities highlighted in this article would have been possible.

The year began essentially with the annual "Year End Party," which celebrates the accomplishments of the previous year and kicks off the Chapter's coming year. This was held at the Rochester & Genesee Valley Railroad Museum on January 5th and was well attended.

The Chapter had many different events throughout 2002 including the annual Caboose Sleepover event in February, the Young Railfan's Pancake Breakfast, significant community involvement for the Day of Caring event and several special weekend events in conjunction with our sister museum, The New York Museum of Transportation. The highlight of these events was another successful Diesel Days event in August. Another budding annual event were the Christmas Express trains run in December at the museum.

There were many accomplishments at the Museum in 2002. After thirty years the roof on our 1910 Erie station was in dire need of repair, and thanks to fund raising including a grant from the National organization's Heritage Grants program the Depot received a beautiful new roof of 40-year architectural shingles. We finally were able to produce a Depot guide Training Video for use by our volunteers, and there was a good attendance to the Museum throughout the year. Our Depot guides and track car operators did yeoman service during a wet spring and hot, dry summer, and the public enjoyed many displays, exhibits and equipment at the R&GVRM Museum.

Many things happened with our motive power and equipment this past year. In late December 2001 our Army 1654 80-ton centercab finally arrived on our property, and

by the Fall our motive power team had the wounded unit operating with two traction motors. Running maintenance on our fleet of diesels was ongoing throughout the year. Significant progress is also being made with the RG&E 45-ton centercab, both mechanically and cosmetically—hopefully this will return to active service at the Museum this coming year. Another big milestone was reached with the asbestos removal from our two steam locomotives, the Vulcan 0-4-0 saddle tanker and the Heisler fireless. This was precluded by significant preparation work by our volunteers and a sideways move of the Heisler to get it into the Restoration Building for the work. Having the asbestos properly removed will allow the Steam Team to continue to evaluate these locomotives with the eventual goal of operation. Work also progressed on the Plymouth 12-ton critter. This unit arrived in the previous year in very rough condition and by years' end this unit has been disassembled and the Buda prime mover on it's way back together— there is a very high likelihood that this unit may be returned to operating condition within the next year! Other equipment work included serious progress on the Burro crane, a new membrane roof on the potential line car, painting of the KPRR tank car.

The construction equipment arm of the Chapter had a busy and productive year as well. Numerous pieces of surplus or unneeded equipment were deleted from the collection and a serious effort to continue to clean up our property included a scrap drive and efforts to better organize the collection of both historic and museum-support equipment. Our construction mechanics worked their magic on many pieces of equipment, highlighted by the rebuilding, restoration and painting of the ex-Army Cat D-7 bulldozer, a crucial piece of support equipment. Some work was begun on "the Big Dig" project, our efforts to excavate earth in preparation for extending tracks into our Restoration Building, however it appears that 2003 will be a more productive year for this project.

Our annual Fall Foliage Express passenger excursion season was begun by

(Continued on Page 2)

Year in Review (Cont'd from Pg.

serious maintenance work on our fleet of ex-Empire State Express cars in Webster. Beginning in the Summer, heavy welding and undercarriage work was performed on the HEP car, new HEP connections were wired and installed, diaphragms were fabricated and installed on each car, windows were replaced, trucks and under-car appliances painted, air conditioning recharged, and interior cosmetic work performed. While ridership was a bit off for the excursion season this year, we are looking forward to improved advertising promotion and increased volunteer involvement to lead to a very successful 2003 season. Thanks again to all of the volunteers and the folks at the Ontario Midland Railroad for the work this season!

Speaking of Webster, work continues at the Chapter Library and Conference Center Complex. Our Library committee has been busily cataloguing the many books,

magazines, slides and photographs on our collection. The buildings have also received much needed roof and other carpentry work, with additional work required for this coming year. This is just another one of the many Chapter activities available to our membership.

Chapter membership meetings are held monthly at the 40&8 Club in Rochester with the exception on June, July & August when meetings are held at the R&GVRR Museum. Programs for the membership meetings this past year included Member Slide Night, John Stewart's program on the WA&G, a LVRR slide show, a presentation by the Steam Team, Duncan Richards' "Around the Grounds" slide show, Chris Hauf's slides of Maine Narrow Gauge operations, "The Glenhaven Line" by NYMT member Charlie Lowe, and operating sessions at the Museum.

Sadly this article has undoubtedly omitted many other activities and accomplishments of our dedicated and talented volunteers, however my thanks go out on behalf of the

John Hixson
John Hixson died January 30, 2003 at the age of 83. His Memorial Service was held February 7 at Saint John's Episcopal Church in Honeoye Falls.
Your condolences to his family.
The family has indicated that Memorials may be made to our Chapter.

Membership Report

Janet Ditmer, Chair

Change in e-mail address:

Dick Gillard's new e-mail address is: gitch@qbug.com.

Haven't Renewed?

As of the end of January, Janet has received 168 renewals. The early renewal Chapter discount for seniors **expired** on January 31.

The renewal rates are: Single membership is \$40.00; Family - \$52.00, and Student (under 18 and in school) is \$30. This is for both National and Chapter memberships. Contributions are greatly appreciated!

Anyone not renewing by April 1, will be dropped from the newsletter mailing for the April issue. This includes subscriptions not renewed.

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. 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>.

.....and A Look to the Future in 2003

by Jeremy Tuke

Now that you've had a chance to review the many Chapter activities in 2002, this might be a good time to think about the opportunities and projects awaiting the Chapter this coming year.

The remaining Winter months will afford the volunteers at the R&GVRR Museum the opportunity to continue to organize the Restoration Building as plans progress towards the goal of pouring the concrete floor in the East side of the building. Hand-in-hand with this project are the plans to connect live rail between the building's tracks and Track 6, which will facilitate moving equipment in and out of the Restoration Building.

Along with this effort is the "Big Dig" where we plan to excavate earth from the North side of the building to the South side, making room for yard tracks and equipment. Also in late Winter and early Spring we will be conducting Track Car Operator training and begin the spruce up of our equipment and Museum in preparation for the opening weekend, May 18th.

As the weather improves (hopefully) we will begin the process of waking our sleeping motive power from their winter hibernation, as well as track maintenance work. There are several pieces of our motive power collection that will require work this spring, and trackwork is an ongoing effort. There will

also be plenty of opportunity for miscellaneous projects ranging from painting to grounds improvement.

Summer will feature several special event weekends including the popular "Diesel Days" event in August, and during this time work on the passenger cars will be ongoing as we finalize arrangements for the Chapter's Fall Foliage Express trips.

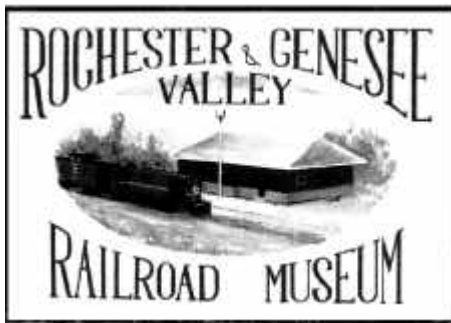
Fall brings the passenger trips in October and close of the joint operating season with the NYMT, and there are always plenty of opportunities for involvement with the trips as well as preparing the Museum equipment for winter.

In addition to the many activities at the R&GVRR Museum, the Chapter has other opportunities as well. The Library committee will be busy with the ongoing cataloguing and archiving work as well as continuing projects with the library building itself. There are also openings on several standing committees including membership, publications, program and development.

While this article merely serves to highlight some of the many planned activities of the Rochester Chapter, there are plenty of opportunities for your involvement and participation at whatever level you are comfortable with. We are all looking forward to a productive and fun year!

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



MUSEUM MUSINGS

by Dale Hartnett

Many community organizations face a problem with aging membership.

We hear that concern from other railroad museums, from volunteer fire departments, from churches and community service organizations.

I'm especially pleased with the way the Chapter has embraced the Young Railfan program at our museum.

It's amazing to watch young people as they learn new skills, become more confident and grow to become more independent.

I think back to a couple of Saturdays ago when four of our young people were each working independently on different projects.

* Jesse Marks was needle-scaling paint from the BR&P caboose.

* Mark Wieczorek finished priming the Fairmont Track crane and then moved on to helping attach the roof to the Burro crane.

* Matt Glogowski wire wheeled and then primed a very rusted metal cabinet we had picked up just that morning from Fox Rochester.

* Kyle Mulhern was learning to use a heat gun to remove old paint from flooring that's destined for the New York Central crossing shanty.

At lunchtime, we all watched a Conrail safety training tape that Dick Holbert had shared with our "Book of Rules" class just a week before.

The people at the scouting office are amazed when I tell them that our Young Railfan group attends 5-hour sessions at the museum. Most similar groups only meet for about two hours before the young people lose interest.

I think this speaks highly of the variety of activities we can offer at the museum, the respect museum volunteers give the Young Railfans and the enthusiasm that our young people bring to the program.

If we are to survive and thrive 10, 20 or 30 years from now, we must continue to attract new blood. Some of our volunteers may come from the Young Railfans. Others

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.sbgnet.com

may come from our membership development efforts.

The key is for each of us to be inviting, hospitable and helpful to potential new volunteers – just as we have been with the Young Railfans.

Is there someone you can invite to join us?

Recruiting

by Rand Warner

Each of us should make it a goal to recruit at least one new member each year. Think of the impact on our Chapter's many activities if we even added 100 new members every year.

We have a number of good months to bring potential members out to see our Chapter's offerings.

January: Start with the ever popular Year End Party the Museum.

February: Our winter sleepover and fun/food fest at the Museum.

May: Our Annual Chapter Banquet, and our well attended Pancake Breakfast put on by the Young Railfans, at the Museum.

June, July & August: Our always interesting Operating Evenings membership meetings held at the Museum.

September: Our Annual Chapter Picnic at the Museum, and start of Excursion Train operations on the OMID RR.

October: Continuation and completion of the Chapter operated Excursion Trainset trips on OMID for the Fall Foliage Season.

LET'S SEE WHAT WE ALL CAN DO!!

Wanted

- Tie inserter/remover
- Ballast regulator
- Cantilever jacks for passenger car work
- Sprocket chains for Plymouth critter
- 4'x8' sheet metal: 0.075" or 0.090" thick

Intense

by Rand Warner

A modern day buzz word for really getting immersed in something, to a fault.

Try working inside a steam locomotive boiler, or inside a railcar or locomotive truck frame this time of year. There is just something very "intense" about being surrounded with tons of steel, inches away, all at 10 or 20 degrees Fahrenheit, sucking every BTU you ever thought you owned, right out of your body.

Yes sir: We have it all!

Tough enough? Then Come on Down!

Extreme

by Rand Warner

We hear a lot these days about extreme sports and everything else—even extreme SUV's

This winter we are doing "extreme" railroading—at least considering that most of us are strictly amateur volunteers.

But we ARE keeping a real, 2-mile, railroad open. And we ARE able to start and run locomotives. And we ARE able to get the moisture under control so brakes work. And myriad of other things.

So if YOU would like to get into our EXTREME RAILROADING "come on down" to R&GV RM some Saturday this 'Mother of all Winters', and join the fun.

Tripping to Baltimore?

This year is the 150th Anniversary of the Baltimore & Ohio Railroad. CSX, in cooperation with other railroads and Scranton's Steamtown National Park, has/is planning a grand celebration.

The National NRHS will be holding their National Convention, 'Star Spangled Rails', here on June 30 - July 6. This is conjunction with the Museum's "Fair of the Iron Horse".

Maybe the Chapter should consider a trip to this event? It is fairly close by and the B&O Museum is among the best in the country, particularly representing eastern United States railroad history.

Year End Party a Success

by John Redden

On Saturday, 11 January, the Chapter hosted another Year End Party at the Museum. Although bad weather was predicted, it turned out to be a generally good afternoon and evening for travel. Approximately fifty guests were in attendance.

We were treated to another fine evening of train rides, video entertainment, great fellowship, and culinary treats. The transportation was provided by our sturdy wintertime locomotive, the EK-6, as well as cabooses C-254 and 18526.

There were a variety of beverages, hot foods, and dessert items located in the M.U. car, the cabooses, the *Pine Falls* lounge, and the Depot. Several trips were made throughout the evening, passing through the Winter Wonderland surrounding our railroad.

Thanks to Dale Hartnett for organizing another fun evening, and thanks to all who helped with the various other tasks that made the evening a success. These included the many and varied food dishes provided by our guests, the cashbox and nametags, administered by Ira Cohen, the *Pine Falls* food by Gale Smith, and the train and engine crews, that included Jeff Carpenter, Ed VanHorn, Steve Huse, Chris Hauf, Jeremy Tuke, and Norm Shaddick.



The "Year-End Party" train departs on another trip.

Digital photos by
Chris Hauf.



Ron Amberger photographs the other photographer, Chris Hauf who took these views.



Above: Jeremy Tuke and Janet Dittmer taking care of some Society's business at the conductor's table in one of the cabooses.

Left: A portable butane heater warms up the batteries on Kodak EKC #6 diesel. Yes, it was rather 'chilly' that day.

Snowfighters by Rand Warner

With over 100 inches of snow before February, we're having the 'Mother of all Winters' this year in Rochester, but that hasn't slowed down the R&GV RM volunteer gang one bit!

Scott Gleason and others have plowed the parking lots.

Jim Johnson, Randy Bogucki, Rand Warner and others have kept the Depot aprons and walkway shoveled.

Randy Bogucki, Bill Chapin and others have kept the home fires burning in the Depot stove by shopping, sawing and lugging lots of fire wood from some distance.

Projects continue in the Tool Car, in the

Restoration Building, and on outside projects such as the NYC crossing shanty and RG&E center cab switcher.

John Redden & Co. have even been HOT riveting repairs on the Switch #5 frog in the very COLD weather.

Trains have continued to run for the Christmas Tree event in December and for the Year End Party in January.

This is getting just like Up State New York railroading in the good old days long past.

Stay tuned—more winter fun to come with the February 22nd sleepover party in railroad cars.

Just goes to show you that: When the going gets tough, the tough people really get

Say Away from RR ROWs!

Almost every week, newspapers describe another human tragedy where a person was on a railroad track when a train was there also. This time of year it appears that snowmobilers and all-train vehicles are high on the list.

Numerous railroads are taking action. Ontario Central Railroad has posted about 50 signs that say either "NO TRESPASSING" or "NO ATVs, CYCLES OR SNOWMOBILES" along its 13 miles of tracks. In the Victor area, persons charged with trespassing can be fined up to \$300 and/or go to jail for up to 90 days.

Danger is not limited to the trespasser. For Ontario Central, a train derailed in Wayne County because snowmobiles had packed snow onto the tracks. The snow then turned to ice and caused the train to flip off the tracks, injuring the crew. [*Democrat & Chronicle*, Jan. 13, 2003]

So YOU want to recreate an era

by Rand Warner

OK -- how about the 1900s?

We have our 1907 New York Central flat car and our 1909 Pennsylvania RR hopper car.

And then we have our 1907 Niles built Rochester Lockport & Buffalo interurban, and our Brill built sweeper line car of the same vintage.

Don't forget our 1909 Erie RR depot and our 1908 Rochester Lockport & Buffalo interurban waiting room, and our New York Central RR crossing shanty of the same era.

How about the 1910s?

In the passenger area, we have our 1910 Altoona built Pennsy RPO car.

The traction department offers us the 1916 Cincinnati built Rochester Subway Car #60.

And we have our 1918 Vulcan saddletank steam locomotive #12 for motive power.

How about doing roaring 20s?

Let's start with our 7-ton Plymouth gas-mechanical "critter".

On the passenger side let's add out 1927 Bethlehem built B&O RR baggage car, and our 1926 Erie Stillwell coach.

From the freight department let's use the 1926 FGEX wooden reefer car.

In the non-revenue department, we have the 1923 BR&P caboose and the 1921 NYC caboose.

And don't forget our 1921 Russell build WAG snow plow.

How about depression 1930s?

Let's start with the 1930 Pullman built Lackawanna MU power car.

Add the DL&W 1930 ACF built baggage car.

And on the freight side, we've got the ex-GATX 1930 Kodak Park RR tank car, and our 1935 Greenville built Erie milk car.

What about the Wartime 1940s?

We have a choice of locos: our 1941 Heisler fireless 0-4-0F, our 1941 RG&E 45-ton center-cab by GE, or our 1946 Kodak 80-ton center cab by GE.

In the passenger department, we have a whole 1941 Budd built NYC *Empire State Express* excursion trainset, and don't forget the 1940 Pullman-Standard built *Pine Falls* sleeper-lounge.

Bringing up the markers would be our 1946 Dunmore built Erie caboose, John Redden's 1942 Keyser built B&O bay-

window caboose, and our 1942 Altoona built Pennsy N5c caboose.

From the Fabulous 1950s:

Lots of motive power: our 1950 KPRR #9 Alco RS1m #211, Fairbanks-Morse H-12-44 Army #1843, and John Redden's Alco S-4 Nickel Plate #79.

Don't forget our 1955 ex-Government 3TM Whiting TrackMobile, and our ex-KPRR and RG&E 1959 Whiting 5TM TrackMobiles.

For the freight department, we have our 1954 DSI built MDT reefer and our 1958 PC&F built 1958 reefer for NRC/MDT.

There's even the sizzling 1960s!

We have 1961 and 1967 Whiting built 5TM ex-government TrackMobiles.

And then there is our 1960 Pullman-Standard built NYC/P-C/CR flat car.

And finally our 1969 P-C/CR transfer caboose built right here in East Rochester.

Now think about it

We haven't even talked about all our maintenance of way equipment.

We haven't even talked about all our antique construction equipment.

We haven't even talked about all the equipment at NYMT.

Say again, what WAS that era you wanted to create or recreate? We can surely do it.

How about a special era event for the Museums like we have a 1940s day for the Excursion trips??

Pataki signs bill for RR property tax cuts

"Governor Pataki has signed a bill into law that will cut property taxes for railroads by nearly half and cushion the ensuing revenue blow somewhat for local governments."

For some time railroads had a dispute with localities over tax assessments on tracks, rail yards and other facilities.

CSX, for one, has postponed track improvements in eastern part of the state, which Amtrak wanted to offer possible high speed train service. CSX claimed that it has 7 percent of its tracks nationwide in New York State, yet pays 31 percent of its property taxes in the state.

The bill allows the state to pickup the localities shortfall for the first two years; for the next eight years, the state will cover 50 percent. [*Democrat & Chronicle*, Feb. 1, 2003, pg. 9D]

Library Report

by Charles Robinson, Chairman

The library will have open hours for your use Sunday afternoon, February 23 between 2 to 5 PM. We have recently uncovered catalogs of diesel engine parts and operating manuals for these locomotives. come out to take a virtual spin in the diesel locomotive of our choice!

The staff has been working on organizing our latest discoveries in the NRHS archives at NYMT. We have found a large group of Wally Bradley photos of railroad stations in this area. Most of them were identifiable from writing on the reverse side or by the station signs appearing in the photographs. Those that otherwise could not be placed were taken to the recent Chapter meeting where the attending members were able to locate a few more of the mystery stations. However there are still some left whose locations remain unknown. For those that might wish to try their hand at this challenge, please feel free to come to the library on Sunday, February 23 or stop by on Monday evenings between 7:30 and 9:00 PM. If you plan to do the latter, it is best to call the library chairman at 585-377-4245 to make your intentions known. At times this winter because of the bad weather, the library has been closed on Monday nights.

In addition to these station photographs, the staff has found diesel engine part catalogs and assorted locomotive drawings of parts and wiring. As mentioned above, diesel locomotive operating manuals were also included in this bath of material. If this sort of thing interests you please come to the library to help identify the usefulness of these items.

Gale Smith, Jerry Gillette, Bob Miner and Steve Oagley have all contributed to these library activities.

Hope to see you at the library!

'Underused' long-distance Amtrak trains endangered

Once again, Amtrak may be required to shed several of its long-distance trains. High on the list are "Texas Eagle", "Sunset Limited", "Southwest Chief", "Three Rivers", "Kentucky Cardinal" and "Pennsylvanian". The losses on these trains exceed \$200 per rider.

This is perpetual 'Catch 22' situation: improve service at greater costs (and ticket prices), or reduce service and lose riders. After WWII, competition from cars and automobiles resulted in a money losing operation. Still is! It seems fair that passenger train service gets the same support that is given to roads and airports/airlines.

Outreach

by Rand Warner

A donated 4' x 6' Lionel layout has been delivered and set up at Rochester's Enrico-Fermi Elementary School #17.

A dedicated room has been made available for the extensive use of this Model Railroad Program.

Model magazines have been collected to give to the student participants. Railroad photos, calendars and pictures have been collected to decorate the railroad room.

Along the way the students will learn some carpentry, math, wiring, kit building and other useful skills.

We can also use donations of Lionel size track, trains, switches, building, scenery, etc. (even money!)

These are really impoverished kids, from Rochester's poorest school district, where over 96% are on school lunch and where over 40% have lead poisoning.

You could really make a lifetime difference in the formative years of these children.

The Model Railroad program sessions will begin on Fridays from 2:00 to 3:00 PM, starting February 28.

If you would like to help work with the students to operated and expand the layout, mentor kids and teach lifetime skills, call

Wiring, Wiring, Wiring,

by Rand Warner

Our Electrical Department wiring crew of Jim Johnson, Charles Harshbarger, Dick Holbert and Bill Chapin has completed permanent wiring along both the east and west sides of the Restoration Building for all the single-phase 120-volt circuits and outlets. The circuits are now checked out, functional and being used and greatly appreciated by our Museum volunteers on their many active projects under way in the building.

Next to be completed are the heavy duty 240-volt, single phase circuits for outlets to support welders, compressors and other heavy equipment inside the building on both sides.

Then the outdoor circuits to the stanchions will be pulled, so we have convenient outdoor power for our locomotive battery chargers, block heaters, etc.

This ambitious program of accomplishments will yield a lot of payoff to a lot of people for a lot of projects.

Thanks a lot guys!!

Substation

Project Facilitator: Rand Warner

Jim Johnson and Dick Holbert have finalized the internal wiring schematic.

Charles Harshbarger and Jim Johnson have finished estimating conduit and are now estimating wire and cable.

Rand Warner has drawn the new schematic, written letters and developed data packages.

Jim, Charlie, Dick and Rand have rounded up almost all of the needed components.

Ted Strang of NYMT has lined up a mason and gotten estimates for cinder block walls and steel frame door assembly.

An interior site plan has been provided from Rand Warner and an updated exterior site plan has come from Charlie Lowe of NYMT.

Scott Gleason, Dick Holbert and Jim Johnson have reviewed and approved the grounding plan.

Final clearing of the room area and preparation of the floor area has been completed by R&GVRM and NYMT personnel working together, using our jack hammer and compressor.

A philosophy on signal equipment and trolley equipment compatibility has been developed by the Signal Dept.

By the time you read this, the various application packages should be in the hands of Niagara-Mohawk, Town of Rush and National Board of Fire Underwriters.

UP to license its trademarks

As with many others, the Union Pacific is launching a licensing program that affects its current and historical trademarks. It will apply to commercial and non-profit organizations, and include such items as model railroad equipment, mugs, patches, etc. [various sources]

A 1848 Rochester Car Maker?

John Stewart forwarded an article that appeared in *Syracuse Daily Star*, Aug. 23, 1848. The article originally appeared in the *Rochester Advertiser*.

Two gentlemen visited the Reese, Ashley & Co. firm on Rochester's eastern part of the city. They observed construction of four of the largest class pleasure cars which will accommodate sixty passengers. They were being built for the Auburn and Rochester Railroad Company.

The firm appears to have been on St. Paul St. Can you add to this historical event or firm?

Book of Rules Class Given

by John Redden

On Saturday, January 18, our Book of Rules Class for Operating Personnel was given at the NYMT. Twenty one people attended the class, which included a safety training video, a refresher on our railroad's Book of Rules and Timetable, and a short exam. We had representatives from Motive Power, Train Operations, the Communications, Signals, and Power group, Track and Maintenance of Way, and Equipment Restoration.

Our sincere thanks to those who took the time out of their day to attend, as well as to the N.Y.M.T. for graciously allowing the use of their facility as a classroom. (Several people made a trip down to the Museum specifically for this class). Finally, thanks to Dick Holbert and John Redden for preparing the curriculum and selecting the video for presentation in the class.

Thanks to

Fox Rochester for donation of metal shelving, cabinets and a metal work table; arranged through Dale **Hartnett**.

Al Pastorell, John Redden and Dave Luca on leads for flooring for the New York Central Crossing Shanty.

Terry Price for donation of a video on the DL&W's *Phoebe Snow*.

Dan Waterstraat for showing up at 6 AM on a recent snowy Saturday morning to make sure the museum's parking lot and driveways would be plowed out in time for volunteers arriving later in the morning.

Charlie Harshbarger for taking the initiative to clean up the mess left by exploding soda cans during our recent cold spell!

Randy Bogucki for cutting and splitting more firewood for the museum's wood stove.

Charles Harshbarger for many trips to the store with our deposit return bottles and cans for the Steam Fund, and for many trips to the gas station to keep us in fuel and kerosene for our track cars and salamander heaters.

Rand Warner for donation of supplies for Burro crane restoration.

Kevin Klees and John Redden for donations toward restoration expense of Plymouth "critter".

Gale Smith for donation of paper for *The Semaphore* and other items.

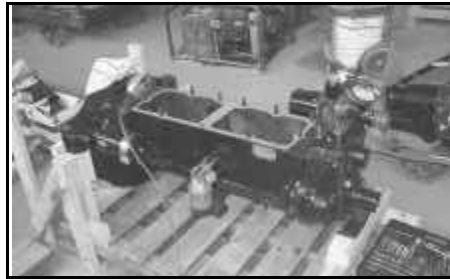
All the Chapter volunteers who work quietly behind the scenes to make it possible for our Chapter to function. You are most

Motive Power Update

by John Redden

Gasoline Locomotives

The month of January was another one of great accomplishment for the Buda prime mover on the Plymouth locomotive. Early in the month, the remaining four valves were lapped-in. The cylinder block and head were retrieved from Kevin Klees' house, and returned to the Restoration Building. The following parts were re-installed on the engine: Cylinder Block mated to Crankcase; Valve Tappets; Valves; Pistons, Connecting Rods & Caps; Oil Pump; Air compressor drive pulley; Dipstick; Magneto; Waterpump; Generator; Cylinder Head; and Valve galley covers. Later in the month, the oil pan was repaired, new gaskets were made, and the pan was re-installed. Nine quarts of oil were added. The magneto was adjusted, and spark plug wires were installed. The exhaust manifold was disassembled and sandblasted. And materials for new manifold flanges was purchased, and work was started on these flanges. Congratulations to Kevin, and his helpers, who included Jeremy Tuke, John Redden, Ron Ambeger, Rand Warner, Norm Shaddick, Dick Holbert, and Tim Stanka.



Left: Kevin Klees, with an assist from John Redden, maneuvers the Buda engine into the Restoration Building.

Above: Various views as the Buda was being inspected with each step of assembly. Kevin has refurbished or made many parts. It is a far 'cry' from the condition at which it arrived at the Museum! (Chris Hauf digital)

Steam Locomotives

Ron Amberger measured the Heisler Fireless for a new tool, which will allow us to separate the piston rod from the crosshead.

Diesel Locomotives

Battery charging circuits have been checked on the bigger locomotives by Chris Hauf, Norm Shaddick, and John Redden.

Work on the RG&E 1941 continues. Some cooling water hoses have been replaced on the number one engine by John Redden. He also disassembled the load meter panel, in order to clean it up and paint it. Rand Warner and John Redden have gotten several quotations for new batteries for the 1941. Our current estimate is that it will cost us about \$850 to install these on this unit. The current fund level is slightly over one-half of this amount. Your tax deductible donations toward the 1941 battery fund would be greatly appreciated.

East Rochester plans rail-safety plan

This village has seen at least six pedestrians have been struck and killed by trains since 1991.

The village held a public form. The emphasis will be on education. Training will be offered through the railroad-supported Operation Lifesaver program to village police officers.

Consideration was also given to placing barriers, such as fences. [Fences have been tried in the Rochester's downtown rail corridor, but they haven't stopped determined persons to trespass with deadly results!]

Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, John Redden, Charles Robinson, John Stewart, Jeremy Tuke, Rand Warner.

Clip, Save, Post and Pass along this item

Heart attack

Jeremy Tuke sent e-mails about what to do if one has a heart attack when alone. Although most of the volunteers received this e-mail, this information should be available to others.

Let's say it's 6:15 PM and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home. Unfortunately, you don't know if you'll be able to make it. What to? You've been trained in CPR but the guy that taught the course did not tell you how to perform it on

yourself.

Since many people are alone when they suffer a heart attack, this article seemed to be in order. Without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt

to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital. Tell as many other people as possible about this, it could save their lives!

From Health Cares, Rochester General Hospital via Chapter 240's newsletter "And the Beat Goes On" from a reprint from The Mended Hearts, Inc. publications, Heart Response: "How to Survive a Heart Attack When Alone".

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

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:
**Local Area & RailFan
Trip 2002 Slide Show**
by **Luke Irvine**
933 University Ave.
Thursday, Feb. 20, 2003

NOTE Time Change!

Store Opens: 7:00

Business: 8:00

Program: 8:15

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

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)

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