



# The Semaphore

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

**June 2003**  
**Volume 45, No. 10**

## Program for June 19:

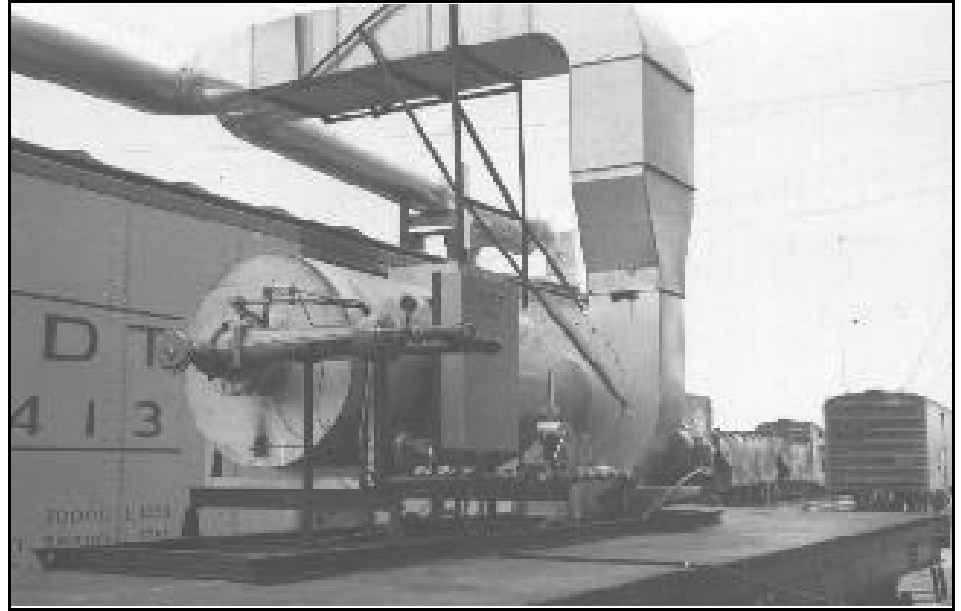
### **Let's Ride the Rails!**

For the next three months (June, July and August), we have the opportunity to enjoy the efforts and accomplishments of our many volunteers who maintain our equipment and railroad.

So come on out on Thursday, June 19 for the first session. Someone will probably be there by 6:30 to open our facilities. Soon after, there will be a train, or maybe a track car or two, for us to "ride the rails".

Sometime during these festivities, there will be a very short business meeting.

Visitors are welcome. In fact, these sessions are an EXCELLENT



What is this contraption? The identity, story and another photo appears on Page 6. (Photo by Harold Crouch)

## **Attention Track Car Operators**

1. Track Car Operators Schedule on Page 2.

2. Please read Harold Russell's article on Page 7

**Library Hours**  
**7 to 9:30 PM**  
**Monday, June 23**

**Work Parties on Excursion  
Train Set**  
**Every Wednesday, Noon to  
Dusk at Webster.**  
**No reservations necessary!**

## **Bulletin**

June 12, 2003 will be the **TENTH** Anniversary of R&GV RR Museum and NYMT's "Golden Spike" ceremony linking the two museums with track.

*Raise a glass of honor!* (via Jim Dierks)

## **Webster Passenger Equipment**

by *Dave Luca*

### **Progress:**

It's hard to believe that its June and our Wednesday Webster work sessions have been taking place for two months. So far, volunteer assistance has been very light.

Bob Miner has been busy checking on the status and condition of the batteries, preparing to swap out the defective motor/generator on car #2 with the one from the spare car, and assisting with the installation of the emergency window modules.

Janet Dittmer has been stripping paint and applying fresh paint to the window frames and parts that are being used on the emergency window modules.

Dale Hartnett has been preparing additional window modules for glazing replacement by removing the old improper fastener, tapping the hole and installing the proper stainless screw holding the module to the car.

Dave Luca has been removing and disassembling the window modules from the cars, preparing the window opening on the car and the window frames. Plywood protective covers are also being made to

cover the new emergency window modules.

### **Plans:**

- Complete the installation of ten emergency window modules.
- Continue prepping additional windows for glazing replacement.
- Finish diaphragm installation that was started last year.
- COT&S the brake systems on three of the cars.
- Clean and repair the batteries on all cars.
- Clean, repair and paint the interiors of all cars.
- Swap the motor/generators.
- Convert the AC on car #4 to MP39.
- Acquire and install contactor in the train line complete circuit.
- Perform passenger truck tune up on all of the cars.

### **Work Sessions:**

Every Wednesday from noon until sundown and every Saturday from 9am on, starting in June. If you can help out but these days and times don't work for you, please call **Dave Luca at 288-0318** or **Bob Miner at 671-3589**.

## Track Car Assignments

Date	TC-3 Operator	Relief Operator
<u>TC-1 Operator</u>		
<b>June 15:</b> Achilles	Cohen*	Irvine/Soble
<b>June 22:</b> Irvine*	Carpenter	Blaesi
<b>June 29:</b> Blaesi	Russell*	Roque
<b>July 6:</b>	VanHorn	Lusk

## Depot Guides

A schedule should be published later.

## Professionalism

by Rand Warner

PROFESSIONALISM is alive and well, and is evident in many aspects of our Chapter and Museum activities:

### Track Car Operations:

Classroom and hand-on training sessions are held each year for our Track Car Operators.

### Train Operations:

Safety rulebook, air brake, and locomotive operations classes and instruction are provided on a regular schedule for our Train Crews.

### Visitor Operations:

Classes handouts, and a video presentation are used each year for our Museum Hosts.

### Volunteer Operations:

Periodic training is offered for our volunteers that operate heavy equipment, cranes, and utilize rigging.

### Excursion Trainset:

Classroom and hands-on training is provided each year for our passenger Train Car Hosts and Support Team.

### Chapter Web Site:

A comprehensive, cross-linked, and up-to-date Web Site is maintained for our public and volunteer awareness.

### Newsletter & Brochures & PR

Monthly newsletters, special mailings, brochures and media coverage keep our volunteers, members, other rail fans, and rail organizations informed of our progress, opportunities, and plans.

### Contributors to this issue

Harold Crouch, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heintz, Dave Luca, John Redden, Charles Robinson, Harold Russell, Rand Warner

## Election Results:

In a rather unusual situation from the norm, our members were invited to elect three trustees from a slate of five! Having that many candidates tells us of the vitality of our Chapter.

Elected to two-year terms were: Bob Mader and Harold Russell. To finish a one-year term: Randy Bogucki.

Our thanks to John Weber who has so faithfully served as an officer as well as a trustee for a number of years. Also to Joe Scanlon for his expertise along construction lines.

And thanks to Beth Krueger who has expressed her interest into getting back into the swing of things upon her return from Texas.

## Library Report

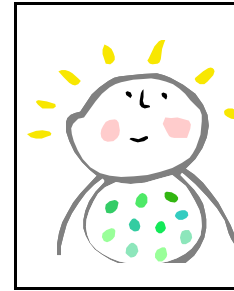
Charles Robinson, Chairman

The library will be open on **Monday evening June 23 between 7:30 and 9:30 PM for your use**. The library is air conditioned and perhaps by that time we will need it. Come on out to research your favorite rail line.

We have an almost complete collection of issues of *Trains*, *Railroad Magazine* and its later embodiments (except for issues earlier than the mid thirties), and *NRHS National Railway Bulletins* as well as indexes for these issues. The library also has a variety of railroad video tapes. If perhaps you are traveling outside the US, we do have a variety of international railroad books.

We are still struggling with our photo collection in trying to come up with some sort of catalog system to make it possible to locate useful photographs. Jerry Gillette has been working on this project and has added a computer listing of broad classes of photographs that we have bunched together. At this time, it would be impossible to list all the photographs individually. Unfortunately

## Congratulations to



**Susan and Chris Hauf** on the arrival of **Allison Francis Hauf** on May 6, 2003.

Mother and daughter are doing fine; bear with Chris if he is a little bleary-eyed.

## Membership Report

Janet Dittmer, Chair

### Welcome to this new Member\*

**Christopher Burns**

PO Box 92207

Rochester, NY 14692; 585-234-3524

christoper.burns@rochesterrolleyrail.org

Christopher is interested in Trips; Publications; Historical research; Museum operations and Track car driver.

### Please add to your roster:

**David Goodwin**, 3211 Sweden Walker Rd., Brockport, NY 14420; 585-673-9366.

**Kevin Klees**, 7310 Sandy Shore Dr., Hamlin, NY 14464.

**George Knab**, 10 Gillette Rd., Spencerport, NY 14559; 585-352-6276.

**Raymond Roe**, 27 Woodcrest Cir., Fairport, NY 14450; 585-377-3831.

**Joe Scanlon**, 48 Hill Rd., Hilton, NY 14468; 585-392-8841; jscanlon48@aol.com.

### Changes:

**Sam Ferrara's** e-mail address: sferrarl@rochesterrr.com [no '!']

**David Flinn's** name is incorrect on roster; please correct the spelling.

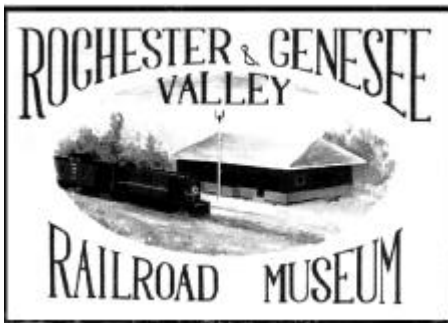
**John Hasselwander's** phone number is 663-0917; e-mail: rail-fan@frontiernet.net.

**Alfred Olson III**, 7 Union St., Sidney, NY 13838-1125. [New address]

our collection is not particularly rich in Rochester area railroad photographs. However those working on the project have been able to bring some order to the chaotic piles of photos.

The process of cataloging our rising collection of books is continuing through the efforts of Gale Smith. We have not quite filled our shelves but we are coming close to it.

Enjoy a comfortable evening reading about railroads at the library.



## MUSEUM MUSINGS

At our museum, we currently face an interesting dilemma. We need to produce (do more restorations).

At the same time, we need to improve our CAPACITY to produce (make our Restoration Building more functional and raise money to do restorations and other projects).

The problem is that in doing one, we frequently ignore the other.

For most of us, it's a heck of a lot more fun to work on projects that interest us than it is to do some of the tough work of building for the future. (This might be like saying it's more fun to spend money on oneself today than it is to save for the future).

Yet if we fail to build for the future, there will be no future. (Think of all the young people who are running up lots of debt and not thinking about how they will support themselves in retirement).

### Here's the bottom line.

If we are to have a museum that functions to its fullest 5, 10 or 20 years from now, we need to work toward that future today.

That means that we must do the following:

1. Continue to attract new members and get them involved in our organization in meaningful ways. (Does anyone want to make membership development his or her mission with the Chapter?)

2. Make our Restoration Building fully functional as soon as possible. This will require hard work in the short run and provide a high payoff in the long run. But there are many steps that must be taken starting now if we are to achieve this goal.

3. We need a continuing source of funds and a program to develop special funds. Until now, the excursions with the Empire State Express passenger set have fulfilled this need. There's a lot of work to be done to

**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

## Managers

## Fire Protection of Property and Equipment

by Rand Warner

Steve Huse of our Safety Committee is a take charge guy who is responsible for fire protection of our property and equipment.

To this end he has installed and maintains over 50 fire extinguishers of various types, scattered throughout our buildings, motive power, and rolling stock for our Chapter, our Museum, our Excursion Trainset, and our Library.

He has put up necessary brackets and signage at each location, and has put up side barriers, or fencing, as appropriate, to maintain free access to these fire extinguishers in case of emergency.

These fire extinguishers are a critical asset in protecting the integrity of our property and equipment, and have already served us from serious loss on one or more occasions.

Steve has also provided classroom and hands-on training in use of our various types of fire extinguishers.

Thanks a lot Steve for providing real leadership and proactive participation.

## Traction Dept. Organization

by Rand Warner

The following people are involved with our R&GVRRM trolley/traction activities:

Oversight - John Redden, RR Mgr.

Coordinator - Rand Warner

M.U. Power Car Foreman - Norm Shaddick

Line Car Foreman - Rand Warner

Subway Car Foreman - Dave Luca & Rand Warner

RL&B Interurban car Foreman - Bernie Cubitt

Substation Foreman - Rand Warner

Overhead Foreman - Scott Gleason

These folks are adding a new dimension to our R&GVRRM (and NYMT) offering to the visiting public. Please give them your support and encouragement.

keep the excursion set running. We do not currently have an alternative for fundraising.

### The equations are simple:

*No new volunteers = Needed work doesn't get done*

*No restoration building = No future fun projects*

*No excursions = No money for museum*

Twelve months from now I'd love to be able to write a column that looks back on the needs from June, 2003 and celebrates how

## Greetings,

Effective June 30, I will be stepping down as Museum Co-Manager and as Safety Co-ordinator. Thanks to everyone who has supported the "Railroad" portion of the Museum, in helping to make it the safe and successful operation it is today. As a manager, it is very gratifying to see the continuous progress that we make, in so many areas.

I will continue as Motive Power Superintendent, reporting to the new Museum Co-Manager who will be in charge of the Railroad. I will also continue as Track Foreman for the "Hill Block".

In making this change, I hope to be able to be a more effective contributor, in concentrating on a (somewhat) smaller portion of the Museum and its projects. I am genuinely grateful for the support that I have received from so many of you in the past 18 months as Museum Co-Manager.

It is my understanding that President Tuke will be announcing the appointment of a new Co-Manager in the near future. I believe that the Safety Co-ordinator position will be vacant temporarily.

Thanks again,

by Dale Hartnett

## Motive Power Update

by John Redden

The Motive Power volunteers have had a lot of pent-up energy this Winter, waiting for the weather to break. Since we have finally gotten some co-operation from Mother Nature in the past few weeks, work on the locomotives has really taken-off.

### Gasoline Locomotives

Kevin Klees has re-installed all of the remaining components on the Buda gasoline engine for the Plymouth model BL. The completed engine is a sight to behold, with dozens of newly-manufactured, rebuilt, repaired, replaced, and repainted components. He is now rigging the engine to operate on a custom-built test stand. His latest work includes debugging the ignition circuitry, and continuing restoration on the drive train components and sander valves and linkages.

### Diesel Locomotives

Motive Power owes a huge "THANK YOU" to all Chapter Members who donated cash toward the new batteries for the 45-ton RG&E 1941. These batteries arrived in late May, and were installed by Dick Holbert and Jim Johnson. We are genuinely grateful to all of the donors (one person donated twice!)

In other 1941 news, Dick Holbert and Art Mummery have completed the installation of the rebuilt alternators. And the Electrical Team has started work on the cabling for the batteries. Neil Bellenger has started work on a new seat for this engine, so we will have a genuine engineers seat when it goes back into service later this year.

Dick Holbert has completed a thorough diagnosis and taken corrective action on some electrical problems with the 1654. Thanks to his work, both load meters now operate properly, and problems with the wheel slip circuit and automatic sanders have been corrected. Once the changes were made, Dick documented his work with appropriate labeling on the cables, and created a nice schematic of the work changes that he made. Thank you, Dick. Jim Johnson and Dick also checked out the rotating electrical gear, as part of its routine Spring startup.

Norm Shaddick and Ron Amberger have done some nice clean-up and touch-up painting on the 1843, around the grabirons, hand-rails and steps, as well as some areas of the hood and cab. Norm and John Redden succeeded in pre-lubricating and starting the 1843 for the first time this Spring. Dick Holbert and Jim Johnson completed the Spring startup, by checking out the various rotating electrical components on 1843.

Norm is also re-designing the oil drains from the mufflers. And "Thanks" to Randy Bogucki for having some components made at a local shop, for new exhaust covers for this locomotive.

### Steam Locomotives

Ron Amberger had a tool built, and then re-built, to assist us in dis-assembling the running gear on the Heisler Fireless locomotive. Thanks, Ron.

The Motive Power Department is indeed fortunate to have such a wide variety of talented people that are ready, willing, and able to donate their services. Our thanks to

## Rolling Stock Update

by John Redden

Larry Baker continues his steady work on the Dansville & Mt. Morris Fairmont speeder. Its wheels have been removed, checked out, and replaced. He has also been repairing and replacing brake-rigging components.

The Fairmont track crane has been completed, and has been removed from the building. It is now officially back in service! The final work included new wooden decking that was cut and installed by Jeremy Tuke. Also, Chris Hauf acquired and installed some beautiful vinyl lettering for the crane. We believe that this is the first piece of railroad rolling stock to carry the R&GV RR museum logo, and it looks very nice.

Bernie Cubitt and Dick Bean have been continuing work on the Rochester, Lockport & Buffalo interurban car. They have cleaned-up and painted the truss rods that will be installed at a later date. Bernie also acquired several very large heavy-duty tarps, for use on the 206.

Dick Bean reports that the Burro Crane has had its engine started again. Work on the chassis and "house" is nearing completion. When the Burro is moved outside, we will be installing the boom.

If you haven't seen the WAG snow plow lately, you're in for a surprise. It has spread its wings. We believe that for the first time since its retirement from service in 1979, its wings have been operated pneumatically. Using "shop air" from the Restoration Building, they were opened, in order to give Foreman Jesse Marks the opportunity to assess the wood siding that has remained hidden for many years. With this information, he will be able to complete his estimates for the repairs to the exterior of the plow. If you happen to visit the Restoration Building this Summer, be sure to stop by and

## Track Department Update

by John Redden

Our "Big Track Project" for the Spring is nearing completion, at last. It was started nearly a year ago, when we removed the frog from Switch 5, and temporarily replaced it with a straight rail, for the main line.

What started as a "frog rebuild" has turned into one of the bigger track projects that the Museum has undertaken in recent years. Consider the following: The frog now has about \$200 worth of new bolts and other hardware, as well as seventeen new, home-made one-inch rivets, that were formed while they were white-hot. Five (or is it six?) large (and heavy!) switch timbers have been pulled out and replaced. Both guardrails have been pulled, spike holes plugged, and guardrails re-installed with new grade-eight bolts. Many tie-cribs have been cleaned of their old, dirty ballast, and re-populated with new, clean ballast. Two versions of a Bogucki-designed ballast cleaner have been put to great use, cleaning many cubic yards of fouled ballast.

A new drainage ditch has been dug into the East edge of the track structure, running parallel to the track for over one-hundred feet. Fresh ballast has been ordered from the quarry, delivered, and brought up to the work site. The Kodak Tamper has been brought in, to properly stabilize the track in one of the most critical areas on our railroad. The switch points and switch stand have been adjusted. All track has been gauged, and as this is written, is being aligned and the cross-level checked. A conduit that passes under the switch has been removed, a new trench dug, and a new conduit has been placed in a bed of sand. Finally, the headwall for the culvert that passes directly under the switch is being torn down and rebuilt with new materials and clean stone. Significantly, this labor has been performed in one of the more difficult-to-access locations on our Railroad.

This work has been done, over a period of about a year, by a very large group of people. Your Author is proud to have been associated with this project, and with these people. It has been one of the most satisfying Team Efforts in recent memory. We have tried to remember all of the volunteers who have contributed their labors to this job, and the list covers nearly all of our regular volunteers at the Museum. We are truly grateful that such a large group has chosen to contribute their efforts toward completing this important project.

## Track & right-of-way Dept. Organization

by Rand Warner

The following people are providing leadership and support to our Track & R.O.W. infrastructure:

Acting Supt. Rand Warner

Trackwork Advisor - Dick Holbert

Trackwork Co-ordinator - Randy Bogucki

Trackwork Assistant - Sam Swisher

Drainage Consultant Civil Engineers - Joe Scanlon, Tom McTighe

Section Foremen:

John Redden - Depot yard through Switch #6

Jeremy Tuke - Restoration Barn area trackage

Rand Warner - Switch # 6 to S-Curves

Dave Luca - S-Curves through NYMT Loop Switch

Dale Hartnett - NYMT Loop Switch to road crossing (West Leg)

Mark Pappalardo - Road Crossing to NYMT Loop Switch (East Leg)

Randy Bogucki - NYMT Yard leads and barn trackage.

These people are responsible for planning, construction, maintenance, repairs, inspections, budgets, and communications of track & R.O.W. issues. Please give them your support and encouragement.

## Railway Express Truck

Foremen: Dick Bean, Lynn Heintz

Our 1939 Ford REA truck was originally equipped with a V-8 60-hp engine. As we received it, the truck had been refitted with a V-8 85-hp engine.

Lynn Heintz has just recently acquired a prototype V-8 60-hp engine, which would help us to make our truck more authentic.

Earlier, we had been given a large stock of V-8 60-hp engine parts, which we could not use interchangeably with our V-8 85-hp engine.

Lynn now has the V-8 60-hp engine at home, along with the mating parts, and will rebuild the engine, as necessary, to make it functional for our truck.

We now have a complete set of engine and drive-line parts to make this truck run.

What we really need now is a good set of front fenders for the body.

Who can help us with body parts and/or body work for this historic artifact?

Call Lynn Heinz at 768-6984 or Dick Bean at 293-2131.

## Railway Express Truck

by Lynn Heintz

There is good news about our 1939 Ford Railway Express truck. As reported before the motor in it is not the original and needs some work. Rand Warner conversed with a fellow car club member last fall about our search for a motor that was like the one that came in our truck when it was built. I had a conversation in January with this same gentleman and he returned a call in March to notify me that he had happened upon a person that indeed had what we were looking for. When I journeyed to investigate it, the question was offered about donation. The man is Fred Ryan and he agreed to donate it to our cause. Fred obtained it from a collector who liberated it from the back of a local Ford dealer where it was used, coupled to a standby generator. It probably saw little use after it was setup as such.

There are two scenarios that may pertain to this motor. Ford had a program slogan "In by eight, out by five" during the flathead V-8's heyday. If you dropped your car off on your way to work it would have an overhauled motor installed and ready to go by five o'clock. This may be the origin of our new motor, or it may have just been a motor in very good condition when it was put to use in the back of the Ford garage.

The original motor in our '39 truck was a 60 hp just like the new donation. They were Ford's attempt at economy in the 30's. They were overated and under powered. But when setup with a governor and used for local delivery, as with Railway Express, it was ideal. The reason for this search was because three years ago Bill McClary of Lockport donated a box of new parts for a 60 hp flathead. This donation would cost about \$1000 if purchased. Included were most of the internal parts that would be replaced during rebuild of any such motor. This month it will be torn down to assess any machine work that might be needed and get estimates for it. Searching for parts for the '39 has led me to E-bay where I found some info on the Railway Express Agency. It was interesting to learn that Rwy.Ex. celebrated 100 years in 1939 and put out promotional info for it and their exhibit at the 1939 World's Fair. If anyone has more information on Rwy.Ex. or its operations I/we would be interested in at the least studying it to obtain more facts for future displays on the Rwy.Ex. Fred Ryan understands the restoration process well. He is part owner of a shop, in Clarkson, called Northampton Restorations where they specialize in wood and metal antique, repair and refinishing.

## Thanks to ...

**Al Pastorell** for arranging donation and transportation of soda pop cooler from **Paul Schmidt**.

**Tim Schiefen** for bringing in **Steve Harvey** for grinding motor valves for our TrackMobile and our yellow compressor on rubber.

**Walter Morey** for donation of a 4-wheel track car and a pair of 250-ton rated rigging chokers.

**Lynn Heintz** for motor work on our REA truck.

**Dan Waterstraat** for donation of cost of 16.9 x 24 tire for Ford fork lift.

**Rand Warner** for donating barrel and milk can to replace those that "disappeared" from REA Express Cart

**Dan Dimpfl** for donating lumber for NYC Crossing Shanty

**Charlie Harshbarger, Jim Johnson and Dick Holbert** for cleaning out the Baggage Room at the museum

The **track car operators and museum guides** who do such a wonderful job hosting our guests

*RW & DH*

## Wanted

- Operable skid steer loader.
- Ballast hopper car.
- Ballast regulator.
- Main line tamper.
- Flat bed truck with knuckle boom crane.
- Diesel powered tie inserter/remover.
- J-bars or hook bars for trackwork at switch frogs.
- C-yokes and wedges for guard rails at switches.
- Good 80# DU switch points, guard rails and frogs.

*RW*

## Wanted: YOU!!!

Last year, the Chapter used TicketMaster to sell tickets for the Excursion Train. The response was much less than we would like.

Hence, we would like to return to our past 'proven' method. But to do so, we need a number of volunteers — plus a coordinator to handle the phone and mail queries and orders. The biggest share of this endeavor can be done in your home.

For more information, please contact Jeremy Tuke at [jmk2k@frontiernet.net](mailto:jmk2k@frontiernet.net); or 585-359-8944. Your volunteering will greatly assist the Chapter financially.



This photograph shows the four ducts, from the dryer, attached to the reefer hatches. (Photo by Harold Crouch)

## A Refrigerator Car Equipment Experiment

by Harold Crouch

For many, many years, ice type refrigerator cars from the West Coast, Chicago and other places were unloaded in New York City, only to be back-hauled empty for re-loading.

In the early 1960s, MDT conceived the idea of "drying" out some of these cars so that non-perishable lading could be loaded for the back haul movement. Accordingly, East Rochester Car Shop had the R.C. Black Co. of East Rochester (where else??) construct a heating system for "drying out" the cars.

The equipment consisted of a large propane fired combustor which discharged into a large motor driven blower. The blower in turn, discharged through ducting to the ice hatches on the car. The two center doors being left open for ventilation. This equipment was mounted on a forty foot flat car.

On completion, the equipment was sent to NYC's High Bridge Yard in the Bronx in New York City. However, before operations could begin, the New York City Fire Dept. required some modifications. First of all, the Fire Dept. required that a steel plate be put down over the wood deck of the flat car. Then the electric motor driving the blower was to be changed to the totally enclosed fan cooled type and some changes in the controls were also required.

The railroad was reluctant to make all these changes, so moved the equipment across the Hudson River to the Car Dept. at Wheehawken, NJ (West Shore). However, the Wheehawken Fire Dept. was of like mind as the New York City Fire Dept. and so made the same requirements.

In due course, the modifications were completed and the first car was to be dried out. At this time, I went to Wheehawken from Collinwood Laboratory bringing a recording type humidigraph unit. It didn't take long to melt the remaining ice in the ice bunkers, but it took three days to dry out the wood interior lining of the car. As expected, the humidity took a steep drop initially, but gradually came up to ambient conditions as the car dried out.

Several cars were thus dried out, but then it was found that there were enough "dry" cars received from interchange to cover the available west bound lading requirement.

Thus the equipment was soon retired and eventually scrapped! The End of a Noble Experiment!

\*\*\*\*\*

----- Several months ago, I went to Florida for the Florida Live Steamers meets at Parish and Largo. While in Florida stopped at Cape Canaveral to check the valve setting on the steam engine before its next dispatchment to Mars! Found the lead off a bit on one side, but a washer on the valve

### No Replies Received!

1. No one sent a 'guess' for the admittedly poor reproduction of this dryer pictured in the May issue.

2. Also, this Editor has not received an invitation to 'judge' (or at least sample) the pie crust recipe, also in the May issue.

**Work Parties on Excursion  
Train Set  
Every Wednesday, Noon  
to Dusk at Webster.**

## Calling All Modelers ...

by Chris Hauf

We need a little help. Currently, we have renewed the exhibit being built inside of the R&GV Railroad Museum's MDT steel refrigerator car #14053. The exhibit has been put together by Chris Hauf and is full of pictures and other ephemera from MDT and beyond. However, we are missing some 3 dimensional examples of MDT's refrigerator car fleet. So, we are looking for a little help in two ways. And that is where you, as modelers, come in.

First, the exhibit includes a set of photographs that show the construction of MDT wood on steel refrigerator car #6000. The museum would love to have a model of that car to add to the exhibit. Can anyone help? The car is pictured here and the museum has a few more in our collection.

Second, the exhibit could use some other models of some of the other types of refrigerator cars MDT built from all wood cars, to wood with steel ends like the #6000 to all steel cars like the R&GV RR Museum's MDT #24053 or the East Rochester built MDT #12549. Can anyone help here?

Any models could be donated or loaned to the museum. All cars would be kept in a locked display case for the duration of the exhibit which may be as long as three years.

If you can help, please feel free to contact Chris Hauf (585-381-8583; crhauf@frontiernet.net). Cars of all scales are welcome! And the modelers and model



Builder's photos of Merchants Despatch Transportation ice bunker refrigerator car #6000. The car was built in March of 1936 in East Rochester and was part of Lot #742. The car has a steel frame with steel ends, but wooden sides. (Chris Hauf photos)

## Track Car Operations: 2003

by Harold Russell

May 18th saw the opening of the 2003 Track Car Season. Here are some notes and comments for those of you who are our Track Car Operators.

### Schedulers

The weekday scheduling (typically school groups) is the responsibility of Dave Soble. I have the responsibility for the season's twenty-five weekend spots.

Each Sunday we operate two track cars, TC-1 and TC-3. One is designated primary and the other secondary. This equalizes the wear. If the number of passengers is low, only the primary car will run with the other remaining as stand-by at the New York Museum of Transportation.

### Changes this Year.

In the past we have only had about 15 to 20 qualified track car operators. Filling the year's schedule was difficult. This year however, we have 52 operators with 50 track car operating opportunities. Clearly, someone might be left out and I feel a responsibility to give everyone an operating opportunity. What to do?

### The Relief Operator

First, I have created the position of Relief Operator thus increasing the number of operating opportunities to 75. The Relief Operator can operate 1/3rd the time on each track car so that the day's operating time is equally divided between all three operators. This change will give the TC-1 and TC-3 operators a chance to have a relaxing lunch and take a potty break and add an extra element of safety to our operations. We encourage you to bring a friend or family member along with you when you are scheduled to operate the track car. They are welcome to assist in the gift shop. Or you could assist during the times your relief is operating.

### Bumping

Secondly some of our very enthusiastic operators have signed up for multiple dates. In the spirit of fairness I have told them all that they could get bumped off any date(s) in excess of three. No one who has taken the classes and done the hands-on training this spring will be denied an opportunity to operate.

### The Operating Day

The Sunday operating day starts at 10:00 AM when the museum opens and closes at about 5:00 PM. Weekday operating times vary but you are encouraged to arrive at NYMT at least one hour before the scheduled starting time.

Track car operators are expected to prepare their track car for the day's operations in a relaxed, thoughtful and careful manner. A safety run must be made to the Industry Depot before the public is accommodated. This is not an option.

**Always** check the track car's engine oil level before starting, during the day and when closing up for the day. Shutdown should also not be hurried. As a courtesy, the Track Car's fuel tank should be topped off.

### Your Lunch

Plan on bringing your lunch. NYMT has a refrigerator for your use. It is located across from the visitor's rest room. It contains soda that you can purchase. Just put your donation in the container provided. NYMT is a 'carry-in, carry'-out facility. Do not leave any lunch waste in the waste containers. Take it home with you. We have many four-legged varmints who are attracted to this waste.

### Your Passengers

It is important that you make your presentation to the visitors as confident and professional as possible. Do not hurry your presentation. Tell them as an example:

- ? how long the track is,
- ? that they will be taking an escorted tour of another rail museum at the end of the line,
- ? that you will pick them up for the return in one-half hour,
- ? the rails came from the old subway,
- ? we are unique in that the rail line connects two separate rail museums, etc.

Be extra kind to the children. Tell them to watch for animals on the way, etc.

### The Rainy Day

The rainy day will put extra stress on your operations. Try to keep the trailer as dry as possible. I sometimes bring old towels from home to dry off the seats. When appropriate, keep the trailer covered. TC-3 has two-wheel drive. To get traction it is sometimes necessary to sand the rails on the grade up to NYMT. Do not try to 'make' this hill by speeding up before you reach it.

If a torrential downpour is threatened, it is better not to operate. Do not operate when there is a threat of lightning.

### Bees

During the warm weather these varmints are a constant nuisance. As a preventative measure, you should spray any cracks of the track car and trailer at the beginning of the day - and again if necessary. Cans of the spray are available at each museum. Be aware of first aid procedures if a passenger is stung and that some people can have a

violent allergic reaction to the sting. You should fill out an incident report if this happens.

### The Officer of the Day

Remember that the Officer of the Day is in charge of all museum operations for the day you work. He should be kept informed of all operating irregularities and problems that arise.

### New Operators

New operators are expected to be present for at least one day under the tutelage of experienced operators. This means the full day from start to finish. They should be taught the proper start up and shutdown procedures for the track cars and how handle the public. Only when this requirement is satisfied, and when the new operator feels ready, he or she can be scheduled for additional dates.

### Picking an Operating Date.

All operators have been notified of the Track Car Operating opportunities open this year. Dave Soble uses the telephone to contact the weekday operators. I prefer to use E-Mail or US Mail.

All Sunday operators have been notified of the opportunities available. I look for you to contact me with the dates you prefer to serve. At this writing, our schedule is full through June. I have potentially four open dates in July; and seven each in August, September and October.

### Conclusion

Before your operating session, I suggest you reread the Track Motor Car Operator Training Materials and General Information pamphlet. You received this at your training session.

Operating the track car can be a fun experience and we want you to enjoy it as much as possible. Do not be hesitant to pass



## Editor's Corner

In May, the ballot mailing was made of a Friday, and most were delivered locally on following Monday. Then the following Tuesday the May issue was mailed, with delivery the next week! Figure that out!

Because my laser printer was producing 'dirty' copy, which 'mudded' photos, went out an purchased a new one. A toner cartridge costs \$60, the imaging drum: \$150. A new copier, with toner and drum. is \$200. Laser printers are being marketed like ink jets!

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Chapter Meeting & Program:  
**Let's Ride the Rails!**  
6 PM til ?  
Tuesday, June 19, 2003  
@ R&GV RM Depot  
Route NYS 251  
Rush, NY

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**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:**  
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