



# The Semaphore

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

May 2004  
Volume 46, No. 9

## Program for May 20:

### The Rochester and Sodus Bay Railroad by Shelden King

Shelden is a well known author and historian of railroads, particularly interurban lines, in this area of New York.

He will discuss and have slides of the Rochester and Sodus Bay Railroad that ran from Glen Haven on Irondequoit Bay to Sodus.

## Future Programs

by Harold Russell

**June, July & August:** Meetings will be had at the **R&GV RR Museum's Depot** in Industry. Program will be what the Motive Power Team will put together for our enjoyment.

**September 18:** *Pennsylvania Railroad's Elmira Branch* by author Bill Caloroso.

**October 21:** A speaker from Utica and Mohawk Valley NRHS.

**November 21:** *Oil Creek Railroad* by Dick Senges.

**December 16:** *Railroads of the Southern Tier* by Fred Trumbore

## Going to Maine State?

by Joe Scanlon

Going to the State of Maine this year? We're looking for someone who can bring back a donated Caterpillar pony motor for the Museum. It would fit in the trunk of a car, and take up about as much room as a power mower with the handles removed. If you can help, please contact Joe Scanlon at 392-8841 for details. Thank you!

## Chapter Library

11 May Street (by OMID Tracks) in Webster

**Hours: 7:00 to 9:00 PM  
Monday, May 20, 2004**

Library Phone: 872-4641

Welcome - Come and

## Biographies of Candidates for the 2004 Rochester Chapter, NRHS Elections

*These biographies were overlooked and were not printed with the ballot recently sent to members. We trust that they will assist you in making your decision, if you have not already done so.*

*Misplaced your ballot? Extras will be available at the May 20<sup>th</sup> meeting.*

*The Nominating Committee, chaired by John Kernan, is thanked for soliciting a unusual number of candidates to the Board.*

\*\*\*\*\*

## PRESIDENT

### Jeremy Tuke

Jeremy is our incumbent President and is seeking re-election for a second term. Jeremy's first stint in the Chapter was from 1973 to 1976, then he rejoined in 1994 and has remained a member ever since. Prior to his first term as President he was Recording Secretary from 1994 - 2002. He also has been the Track Car Superintendent since 1995, and has served on the Development Committee since 1997.

## VICE PRESIDENT

### Dale Hartnett

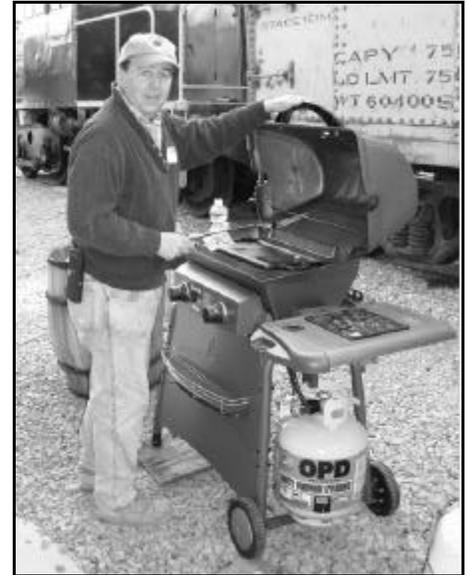
Dale, a Chapter member since 1998, is also currently a Chapter Trustee, and has served in that role since 1999. He is also the co-manager/operations of the R&GVRRM, and also serves on the Chapter's Development, Finance, and Preservation Committees. One individual accomplishment of Dale's that stands out was his starting the Young Railfans Program for youths 14-20 years of age.

## TREASURER

### Dave Luca

Dave, the Chapter's incumbent Treasurer, is retired and has been a Chapter member since 1985. Dave has also served the Chapter as Vice President from 1988-1992, President from 1992-1998, and as a Trustee from 1998-2000. He was elected as the Chapter's Treasurer in 2000, and has held that position since. Dave is also a co-manager of the R&GVRRM, and serves on the Library, Publications, Semaphore, and Trips Committee --

(Continued on Page 4, Col. 2)



Dale Hartnett prepares the grill for another successful "Annual Young Railfans" Pancake Breakfast. (Kevin Miller photo)

## Your last reminder:

### Annual Banquet: June 5<sup>th</sup>

The Rochester Chapter, NRHS Banquet will be held at the Rick's Prime Rib House, (Doud Post) at 898 Buffalo Road on Saturday, June 5, 2004. Cash bar at 6 o'clock; dinner at 7:00 with program to follow.

The dinner is a buffet; the menu was on the insert with the April issue.

**Program:** Mr. Mike Zollitsch will be the banquet speaker. His topic: "Retrospect on the Buffalo Rochester & Pittsburgh". This topic should be of great interest to local, and BR&P fans in particular. Mike is the author of the new Morning Sun book: *Buffalo, Rochester & Pittsburgh in Color*.

A new collector's coffee mug will be distributed!

Tickets are \$18.00 per person if purchased **before May 19**; after that \$21.00. You order tickets from Janet Dittmer (see address under Membership); tickets will be held at the door.

## Calling all Track Car Operators

by Harold Russell

Track Car Operations will begin on Sunday, May 16<sup>th</sup>. To qualify as a 2004 track car operator you must have attended a classroom session and participated in a 'hands-on' operation. First time operators must also complete a full operating session under the tutorage of an experienced operator before being assigned solo.

Weekend scheduling is the responsibility of Harold Russell, telephone 427-9159 or E-mail to: haroldrussell@juno.com. Check your calendars now and see which dates you can operate. You will be contacted by him using E-mail or US mail. You can reply by telephone or return E-mail if you like.

Dave Soble does the weekday scheduling. He will contact the operators who are available weekdays by telephone.

This year we will schedule three operators for weekend operation. Two operators will be assigned to a specific track car each.

The third operator will serve two very important functions. First he (she) will serve as a 'maitre d'hotel' so to speak. He (she)

will welcome the riders, give them a little history of the museums, tell them what to expect on their trip and most importantly assist them in boarding and unboarding in a safe manner. He (she) can also have the responsibility of punching the tickets.

Secondly, the Third Operator will relieve the other track car operators. To assure fairness, the Third Operator is expected to operate each track car third of the available time. When this occurs, the relieved operator will assume the maitre d' responsibilities.

In mid May we will mail you your operator's card for 2004.

All weekend operators should arrive at NYMT by 10:30 AM. - earlier is even better. This will allow you to thoroughly inspect the track car, make any switching moves, and make a safety run to Industry before the first revenue run at 11:30 AM. In some cases the first revenue run may be at 11:00 AM. When this occurs you will be advised to start one-half hour earlier than usual.

*Have a fun day and remember that safety is your prime responsibility.*

## Membership Report

Janet Dittmer, Chair

Welcome to this new member:

### Ben Vernille

1122 Canopy Trail

Webster, NY 14580

265-0881; BVernille@AOL.com

Interests: Rolling stock restoration; Museum operation; Track car driver.

### Membership Contact:

Janet Dittmer, Membership Chair

983 N. Winton Rd.

Rochester, NY 14609-6824

<daveluca@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

## Track Car Operator's Schedule (thru June 20)

(All Sunday dates)

Date	TC-3	TC-1	Third Operator
May 16	Bob Achilles	David Peet	Steve Huse
May 23	Steve Huse	Gary Dettman	Jessica Stallone
May 30	Greg Harris	Charles McCabe	Joe Letwin
June 6	Mike Byrne	Harold Russell	Jeff Stilson
June 13	Ira Cohen	Gary Dettman	
June 20	Ryan Kane	Bob Achilles	John

### Young Railfan dates at R&GV RM

? Saturday, May 23

### Contributors to this issue

Ron Amberger, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heitz, Ted Jackson, John Kernan, Kevin Miller, John Redden, Harold Russell, Jeremy Tuke, Rand

## Marie Cimino

Marie Cimino was the wife of James Cimino, an active chapter member. Marie departed our presence on April 27. Mrs. Cimino was active with Marine Volunteer Fire Department and O.B.P.P.C.

Our condolences to Jim and his family.

## Work on Excursion Cars EVERY Wednesday

During the day and early evening on Wednesdays, work will be done on *our* Excursion Car Fleet in Webster!

This is the continuation of the work done last year—plus additional work that needs to be done. Windows need to be replaced, or polished, batteries checked, cars cleaned and lots of other little jobs to prepare the cars for the Fall Excursions.

Remember, this is our MAJOR source of revenue to support our many Museum activities.

Your assistance would be appreciated!

## Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? **Rochester & Sodus Bay: July 28, 2004**

? Rochester & Eastern: July 30, 2005

? Rochester Lockport & Buffalo: April 30, 2006

? Rochester & Syracuse: June 28, 2006

? 50th Anniversary of Closing of Rochester Subway for Passenger Service: June 30, 2006

We have some time here to plan some significant and appropriate recognition

## 2004 Special Events

**May 16 (Sun.)** - Joint Operation Opening Weekend. Also: "The Return of Casey Jones" \*

**June 20 (Sun.)** "Gandy Dancer Day" \*

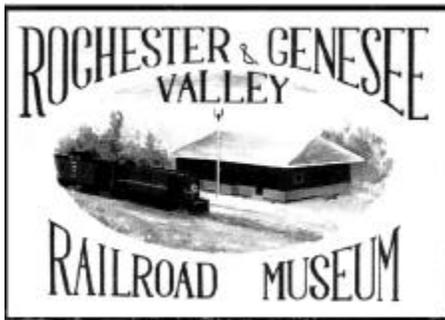
**July 4 (Sun.)** - Model Engine Day \*

**July 18 (Sun.)** - "Worlds in Miniature" \*

**August 21-22 (Sat. and Sun.)** - "Diesel Days"

**October 10** - RIT Day

\*Demonstrations/displays at New York Museum of Transportation.



## MUSEUM MUSINGS

by Dale Hartnett

Recently a number of our volunteers took a road trip to visit sites along the route of the Pittsburg, Shawmut and Northern.

Most of this trip required quite a bit of imagination.

Even though the Shawmut operated until 1947, much of the right of way is now totally obliterated. The only remaining structures in most areas were the occasionally elevated grade and a handful of headwalls and culverts.

Then we arrived at Harvey and Sue Lacy's wonderfully restored Canaseraga Depot, relocated from the Shawmut right of way to their farm south of Garwoods (a couple of miles off Route 70, just east of Swain).

It's very clear that Harvey and Sue have affection for the PS&N and the communities the railroad served.

The Lacys have effectively developed their own private museum of railroad and agriculture artifacts and records. The collection reflects the Lacys' passion for their work, their community and their roots.

In short, they tell their story very well. There was little need for imagination.

If you have a chance to visit the Lacys' Canaseraga Depot (Open House is the first Sunday of May each year) you should do it.

Harvey and Sue's passion is contagious. We could more people like the Lacys at our

### **Richard Barrett's Collection donated to Chapter Library.**

Nancy Barrett, widow of Richard, has donated his large collection to the Library. The many boxes (20?) are currently being inventoried. Among the items are magazines, books and videos.

There were about 60 video tapes, which supplement another recent donation of 60 or so tapes—of which there are very few, if any, added duplications to our collection!

## Managers

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

**Chris Hauf:** 381-8583; crhauf@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@foxrochester.com

### **Track Maintenance in the Hill Block**

by John Redden

In the tradition of old time railroading, we have divided up our track into blocks for the purposes of maintenance. The "Hill Block" extends from Industry Yard to Switch 6.

During the month of April, we changed out seven ties in the Hill Block that had been identified as needing replacement. This includes pulling spikes, removing old ballast that is often fouled with dirt, and pulling the ties.

Once the old ties have been removed, we insert brand new ties, and replace any hardware that is not up to standard, such as bent spikes or worn tie plates. Then we re-ballast with clean ballast. This job is much easier, now that we have the use of one of Randy Bogucki's ballast cleaners. To make up for any ballast volume that is lost due to the cleaning process, we bring up brand new Number 3A crushed stone.

All of the aforementioned work is done the old-fashioned way, with hand tools and manual labor. However for the final touch, we bring in our Eastman Kodak ballast tamper, and mechanically tamp the stone under and around the ties. The finished product is a very professional-looking piece of track.

On 1-May, in addition to the tie replacement, we manually slid the West rail in the Hill Block, uphill, in order to correct an ongoing problem of it creeping down over time. This involved breaking apart joint bars, pulling rail anchors, and manually sliding the rail North, several inches at a time.

The Foreman for the Hill Block (yours truly) would like to extend his sincere appreciation for the efforts of many folks who helped out with the various tasks involved with improving our track this month. This group includes Randy Bogucki, Tony Mittiga, Norm Shaddick, Rand Warner, Mark Pappalardo, Duncan Richards, Jeremy Tuke, Matthew Tuke, Mike Roque, Joe Werner and several new members of the R.I.T. Model Railroad Club.

### **Motive Power Update**

by John Redden

#### **Gasoline Locomotives**

##### **Plymouth Locomotive Status**

Work continues on our 6 ton Plymouth Model BL locomotive. As described in recent articles, this locomotive has two large steel angle-bars mounted to the bottom of the frame. These serve to protect the drivetrain components in the event of a derailment, and provide good mounting locations for the sandboxes. This month, the rear angle was demounted, cleaned, primed and reinstalled. A bellcrank for the sandbox linkage was attached to this beam. The sandboxes have been needle scaled by Young Rail Fan Clayton Killenbeck. Once all the primer is applied, they will be mounted to the angles.

On the United Way Day of Caring, we were lucky to have the assistance of Jim Schmitt and Paul Vanscooter from Eastman Kodak. With their help a number of tasks were accomplished; the cab was removed, bearings were cleaned and inspected, and the idler shaft bearings were reinstalled and repacked with grease. The cab has been stored for future restoration. Removing the cab allows easier access to the transmission components and operator's controls. Several transmission components have been removed for rehabilitation. Further investigation of the condition of the components is ongoing. The friction wheel will need to be relined, and the large flywheel will be dye checked for cracks.

Next steps for the Plymouth include rehabilitation of the transmission components, and installation of the sand boxes and sander valves. Thanks to Bob Mader, who has kindly offered to rebuild the cab roof, including the wooden trusses and related components.

#### **Steam Locomotives**

Our Steam Team continues meets on the first Saturday morning of each month, at the Industry Depot. On the first of May, Ron Amberger and Kevin Klees fabricated a new tool from a Klees design, to separate the

(Continued on Page 4)

## Motive Power

(Continued from Page 3)

crosshead from the piston rod. This tool was installed on the left side crosshead, with a 12-ton hydraulic jack. Stay tuned for breaking (or "breaking loose") updates

The Steam Team also inspected the saddle tank for the Vulcan number twelve, with an eye toward cleaning and painting it. They also inspected the turbo generator components from the fireless, in order to specify replacement parts.

### Diesel Locomotives

Thanks to Dave Luca and Janet Dittmer for transporting the distributing valve from locomotive 1843, to Pittsburgh for cleaning and testing. This valve has already been returned, and is ready for re-installation on this engine. This was a particularly fast turnaround.

The disassembly of the number one prime mover in our 45-tonner, the RG&E number 1941, continues. On the United Way Day of Caring, John Redden and Kodak Volunteer Paul VanScooter removed the oil pan and the number four connecting rod cap from the number one prime mover.

Chris Hauf has made arrangements for the purchase of a new set of batteries for our trusty 80 ton GE, EK-6. These batteries will probably be delivered and installed by the time you read this. The generous donors from the Chapter Membership have made this purchase possible, and we are humbled and gratified by your continuing generosity.

Thank you to Ron Amberger and Kevin Klees for their inputs to this article.

### Lynn Heintz Questions

by Lynn Heintz

1. Would any member know where the Pfaunder design milk cars were built? I did find in a BR&P company booklet that Pfaunder Co. did exist in Rochester in the same general location in 1916.

2. Does any member know an interpreter who would donate their services to enable a group from the School for the Deaf to make a field trip this summer? Is there a firm or organization in the area that might sponsor this cost?

Contact Lynn at: 585-768-6984; e-mail: lheintz@rochester.rr.com.

Utica & Mohawk Valley Chapter plans to visit R&GV RM and NYMT Sat., July 17 on extended bus tour.

## 2004 Elections Continued

(Continuing with Treasurer Candidates from Page 1)

### Ira Cohen

Ira lacks no experience regarding the Treasurer's position, having formerly served as Chapter Treasurer for 7 years. Ira also makes this type of work his profession, as he has been a CPA for more than 25 years. He also serves as treasurer for his synagogue. His other volunteer activities for the Chapter include being a Fall Foliage Express car host and Chapter Store helper, among others.

### CORRESPONDING SECRETARY

#### Chris Hauf

Chris, the Chapter's incumbent Corresponding Secretary, has been a Chapter member since 1989. Chris has also served as Chapter President from 1998-2002, and as a Trustee. Chris is presently involved in numerous Chapter activities, two of which are serving as a co-manager of the R&GVRRM, and serving as the webmaster of the Chapter's website, which he has done for the past 8 years.

### RECORDING SECRETARY

#### Dave Peet

Dave is retired and has been a Chapter member for one year. During this period he has been active as a depot guide, track car operator, and Fall Foliage Express car host. Dave also is an HO scale modeler and is especially interested in the histories of the BR&P, LV, and NYC fallen flag railroads.

### NATIONAL DIRECTOR

#### Alfred "Bob" Miner

Bob is retired and is the Chapter's incumbent National Director, a role he wishes to be able to continue to serve the Chapter and its members in. In addition, Bob has for many years now been the key individual who makes sure the Chapter's passenger cars are ready for the annual Fall Foliage Express excursion trips, as well as any other excursion duty that may be required of them.

### CHAPTER TRUSTEES

#### Bob Achilles

Bob has been a railfan and model railroader for 60 or so years. He rode his first fan trip in 1952. Bob has been a member of the chapter for 14 years and has served as a depot docent and track car operator. His current interests at the chapter are in track car operations and the related visitor experience.

#### Randy Bogucki

Randy has been a Chapter member since 1998 and is currently a Chapter Trustee. His other volunteer activities for the Chapter are numerous, and in particular include track and ROW work at the R&GVRRM. He also has been a track car operator.

#### Charlie Harshbarger

Charlie is a long-time Chapter member and is currently a Chapter Trustee, which he has been now for a number of years. His volunteer activities are many, and include both the Depot/R&GVRRM and Fall Foliage Express.

#### Steve Oagley

Steve has been a Chapter member since 1987, and is currently finishing his third consecutive term as Chapter Vice President, thus preventing him to seek re-election in that position in accordance with the Chapter's by-laws. Steve has also previously served as a Chapter Trustee, and currently serves on the Library Committee and is the liaison between the Library and the Board. His other volunteer activities for the Chapter include that of depot guide and Fall Foliage Express car host, among others.

#### John Stewart

John has been a Chapter member since 1998. During this period he has served as a Trustee and on the Library Committee. His other volunteer activities for the Chapter include that of depot guide and track car operator, among others. John was also heavily involved in the exterior restoration of the Chapter's PC transfer caboose.

#### John Weber

John is retired and has been a Chapter member since 1990. During this period John's Chapter resume is quite extensive, beginning with him previously serving the Chapter as Vice President and also as a Trustee. His other volunteer activities for the Chapter include that of depot guide, track car operator, and Fall Foliage Express car host, among others.

## Like Live Steam?

The Finger Lakes Live Steamers group has property southeast of Lyon: 302 Clyde-Marengo Rd. (name changes to Whiskey Hill Rd.). Here they have layouts for three different gauges, on which they run locomotives (live steam, diesel/gasoline and battery-powered) plus rolling stock.

They have an Open House scheduled for Friday, Saturday and Sunday of June 25, 26 and 27.

For more information, their web site is [www.fingerlakeslivesteamers.org](http://www.fingerlakeslivesteamers.org).

## Substation progress

by Rand Warner

Work on the trolley power substation by our crew working at NYMT is now running close to 40 man-hours/week. That's equivalent to one person full time.

Virtually all heavy conduit has now been mounted by Jim Johnson, Dick Holbert, Charles Harshbarger and Bill Chapin.

Jim Johnson and Dick Holbert have overhauled the three-phase full-wave rectifier assembly. Bob Miner has provided a three-unit muffin fan assembly to cool it. The rectifier is now mounted.

The one-ton (plus) three-phase isolation transformer is now in its final location and mounted to the floor, with heavy connecting conduit.

Dan Waterstraat has put together a very large knife switch assembly for switching the overhead trolley contact wire between DC power and ground. Dan has also built up a six lamp "power-on" indicator for the DC power output. He is continuing to work on the large, remote resettable DC circuit breaker assembly provided by NYMT.

Randy Bogucki has made up a 3-dimensional CAD drawing set of the substation showing major components, conduits and wall.

All heavy components are now wall mounted, including fusible disconnects, breaker boxes, panel boxes, and auxiliary transformers. Thanks to the Johnson/Holbert/Harshbarger/Chapin team.

Now we are ready to start pulling wires!

## Drafting capabilities

by Rand Warner

We now have an expanded Drafting Team, capable of developing plans and drawings for current or future projects, as well as documenting previous projects.

The team includes Harold Russell, John Weber, Randy Bogucki and Scott Killenbeck. Bernie Cubitt and Rand Warner can provide sketches for input. Randy Bogucki and Scott Killenbeck can provide drawings on CAD.

We have already drawn up parts for our RL&B interurban #206 and more are in the works.

We need drawings for Subway car #60 sheet metal replacement.

We plan to develop drawings of several small line-side buildings to be constructed.

We may also be developing prototype drawings for signal tower to build.

Would you like to help out? Call Dale Hartnett or Rand Warner please.

## Other electrification efforts

by Rand Warner

The new roof of P&W Car #161 now is painted, and new trolley boards are installed. The trolley poles have been reinstalled and wired. Thanks to Bob Miner, Jim Dierks and others.

Dick Luchterhand and Bob Miner are building pull-offs and down guys for extending the overhead catenary, under the direction of Charlie Lowe.

The new trolley shed covering the NYMT boarding area has been erected by a contractor. (See interior on Page 6.)

A second siding into the shed is to be constructed.

The second set of rail bonds is to be installed.

## Railway Express Truck

by Rand Warner

We are hoping to blitz a motor changeout on our 1939 Ford, 1-ton Railway Express Truck.

Through the generosity of Bob Malley, we have a newly rebuilt Ford V8-86 hp motor to replace the present, very tired unit in the truck.

Lynn Heintz and Dick Bean, assisted by Bob Mader, Kevin Fiduccia and Rand Warner, will team together on this project.

We will check motor mounts, the clutch and water pumps, once the old engine is out. With the new engine in, we can verify ignition, lube and fuel systems.

We have to install replacement rear axle shafts now on hand. We also need to check all brake assemblies for parking and service brakes.

We probably need to recore or replace the radiator.

We have a rebuilt hood, replacement grill and headlights and fenders in process.

Replacement tires are already installed on the original wheels.

We are coming down heavy on this project starting in May. Our goal is to drive that truck out of the Restoration Building, one way or another, ASAP. That will free up the floor in the building for necessary concrete work.

If you would like to help, please contact Dick, Lynn or Rand.

"There's a Ford in Your Future". This old slogan could never apply better than now. Stay tuned ...

## Wanted

Small, skid-steer type loader, in operable or near operable condition.

Knuckle boom flat-bed crane truck in good operable condition, 1979 or earlier. 25,000# GVW or less. Vacuum over hydraulic brakes. Gas engine. 14-foot minimum length bed. 6-wheel chassis. Popular make.

Rail skates or wheel chocks for blocking railroad equipment.

Wood or metal wheel chocks for blocking trucks and heavy construction equipment.

## Thanks to ...

**Ron Amberger** for donation of large, walk-behind snow blower to add to our snow fighters.

**Dick Bean** for donation of large, walk-behind weed wacker to add to our grass fighters.

**Randy Bogucki** for donation and repair of walk-behind leaf blower to add to cleanup capability.

**Rand Warner** for donation of seven wood produce crates for our "Farm to Market" special exhibit.

**Alstom Signal Division and Greg Norsen & Co.** for donation of our seventh and last trailer load of electrical, electronic, electro-mechanical and mechanical components from surplus production inventory at John Street plant.

**M&M Electrical Surplus** in Geneva, and Matt Schumway, for donation of four new rail end car stops and one set of tie tongs.

**Fox Rochester** for the donation of two laptop computers to be used in future

## Flash equipment for sale

by Harold Russell

Harold's friend, Dick Ras, of Photo Source, Ltd. repairs cameras and sells used equipment. Dick called and said that he has a unique opportunity for a nighttime rail photographer. He just acquired a Lumedyne Electronic Flash Outfit. It is rated at 400-watt seconds; has one head and a high-speed module. The battery charger is included.

Remember the old time flash bulbs—the ones that looked the size of a 100-watt bulb? These are no longer made. They are also great for multiple flash, nighttime rail photography. Dick has acquired a quantity of them and has them for sale, also.

If you are interested or know of anyone who is, call him at 454-1170.

## Professionalism -- we TEACH it!

by Rand Warner

We are very fortunate to have good teachers;

John Redden teaches safe train handling.

Jeremy Tuke teaches safe track car handling.

Dale Hartnett and Don Shilling teach proper handling of visitors.

Joe Scanlon teaches safe construction practices.

Art Mummery teaches safe heavy equipment operation.

Jim Johnson teaches safe electrical practice.

Dick Holbert teaches proper radio protocol.

Charles Robinson teaches safe trolley handling.

John McDonald and Art Mummery teach safe welding and cutting.

If you need help, get help — from the proper qualified teacher. Use them!

## Kodak Discontinues Repair of Slide Projectors

by Harold Russell

Kodak has announced that it has discontinued its repairs for its famous Carousel slide projectors. Fortunately, all is not lost. I have a friend, Jack Lynch, who is a retired, Senior Service Technician for Kodak. During his employment there, he serviced and supervised the service of these slide projectors.

Since his retirement, Jack has been operating his own projector repair shop. I have had work done by him and have been satisfied.

When or if your Kodak Carousel or Ektagraphic Slide Projector needs service or just a tune up, call Jack at 585-426-8193. He is open Monday through Friday from 9:00 to

## Shows/etc.:

**June 11, 12, 13: Adirondack Railroad Railfan's Weekend.** Consult: [www.adirondackrr.com](http://www.adirondackrr.com).

**June 25, 26, 27: Finger Lakes Live Steamers Open House.** 302 Clyde-Marengo Rd (5 miles north of NYS Rte 318). Website: [www.fingerlakeslivesteamers.org](http://www.fingerlakeslivesteamers.org).

**June 30 - July 4: 2004 National NRHS Convention:** "Rails to the Northstar". Minneapolis/St. Paul. Mainline steam trips are being investigated. Info: [www.northstar2004.com](http://www.northstar2004.com).



These gentlemen were getting training on the operation of "Casey Jones", the former Rochester Subway speeder, in preparation for demonstration runs on Opening Day, May 16.

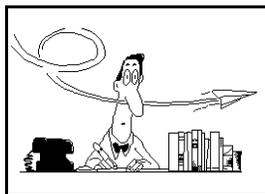
Note the interior of the new car barn at NYMT. (Harold Russell photo)

## Follow up on the Erie story in last issue

from Ted Jackson

There is a local parallel to the article in the April *The Semaphore* about the regauging of the NYPANO Division of the Erie Railroad from six feet to the standard four feet, eight and a half inches. From the "The History of Conesus", William P. Boyd, 1887 we find that the Rochester Division from Rochester to Corning was regauged July 30, 1881. His description of the final six-foot trains, etc., was similar. I remember my grandfather describing to me the scene of this operation. The Erie went through his farm in Conesus, NY; he was 22 at the time.

In preparation for this, the track crews had removed half of the spikes from the rail to be moved and placed them where the rail would be moved to. According to Boyd, on the 29<sup>th</sup> of July, 1500 men were moved in and broken into gangs every three miles. At 4 AM the next morning, they began pulling the remaining spikes, moving the rails and spiking them down. The first schedule train came through Conesus on time at about 9 AM. An hour later, the workmen began returning to their home divisions. Ninety-five miles of track had been regauged in less than three hours!



I'm getting a new smaller window installed, to provide more wall space, in my computer area. One contractor's item is that the computers had to be moved. Upon their return, should be able to setup that new computer that has been around for two years!

## Hojack Bridge info desired

submitted by Ron Amberger

Al Issrelhard contacted Ron Amberger for help in locating persons who worked on, or have knowledge of, the Hojack Swing Bridge in Charlotte. Al is on a committee that is trying to save this structure.

He wishes to tape record answers to many questions on the bridge's history, such as, what functions the bridge operator had to do, how the trackage was aligned, how many trains/day used the bridge, what type of freight was carried over the bridge, what the bridge operators liked best and least about the job, the mechanisms used to rotate the bridge, power sources, etc.

Web sites about the project are:

<http://www.savehojack.org> and

[http://www.kingbridgeco.com/new\\_page\\_9.htm](http://www.kingbridgeco.com/new_page_9.htm). (no "-").

Al can be contacted at: 585-638-6994; [misell1@rochester.rr.com](mailto:misell1@rochester.rr.com).

[Ed. If I remember correctly, the book "Snowflaker" has a picture of a locomotive dangling off the track into the river, as the bridge had not been aligned for it.]

## Editor's Corner

Thanks to Chris Hauf, we are now able to go directly from a computer disk via LAN to our new Xerox Printer/Copier. The added benefit is a mark improvement in reproduction of photographs. The last issue was not the best example, as Charles Harshbarger's photo was scanned; the other was from digital camera but not the best material. All photos in this issue were taken via digital cameras.

There were a couple of "kinks" that need to be worked out, but the system does work.

## CONSTRUCTION AND EQUIPMENT

By Joe Scanlon

### April Report

Saturday April 24, 2004 officially began the start of the construction season at the Rochester & Genesee Valley Railroad Museum.

Scott Gleason and Dan Waterstraat picked up the remaining surplus millings and a stockpiled load of crusher run from the depot parking lot with the R.G.&E. Trojan Loader and hauled them up to the Restoration Building access road with one of our Army 5-ton dumps, spread it with the Difiore CAT 212 grader, and compacted it with the Ace Paving Galion roller. Scott and Dan then polished up the parking lot with the grader and the loader.

John McDonald fired up the Cat D7E bulldozer and graded the upper yard to eliminate the standing water.

Art Mummery and Jim Cimino started up the Bucyrus-Erie 38B crane and flushed the diesel engine crankcase. Art also fixed the pony motor starter on the CAT D8 tractor pan.

Kevin Fiduccia and Joe Scanlon started up and exercised the Terratrak crawler loader and the Bucyrus-Erie 15B backhoe.

Bob Mader is getting the Upstate Milk International R210 heavy-duty wrecker truck back to operational condition.

### Working on the road to the Restoration Building ....

All photos and captions by Chris Hauf.

↓ Construction Superintendent, Joe Scanlon, has control of the museum's Cat 12 grader as he works to finish grade to the road to the Restoration Building.

### May Report

Mechanical work on the heavy equipment has continued during our long and seemingly unending winter.

Kevin Fiduccia fabricated a linkage for the Massey-Ferguson loader so that it goes forwards and backwards. Dick Bean got the engine running well, and the unit is now operational. Rand Warner, Dave Luca and Art Mummery are assisting. Kevin is now checking out the chapter's ATC mini-bulldozer.

Dave Luca and Art Mummery are attacking the chapter's Caterpillar D4 bulldozer. They have taken it apart to about as far as it has to go, and Art is now scouting the countryside for parts so that they can begin reassembly. Bob Mader did an expert job of relining the steering brake bands.

Chris Hauf is heading up mechanical work on the Allied Builder's I-H high lift, which Art recently pulled the engine from for rebuilding.

Rick Israelson is putting the finishing touches on the gas tank for the FWD service

truck.

Randy Bogucki, Dave Luca and Bob Mader have been working on the spare Hercules JXD motor.

Joe Scanlon, John McDonald, Ryan Johnson, Scott Gleason and Dan Waterstraat have been starting and warming up equipment to ready it for the season after a long winter's nap.

Tony Vitale of Vitale Construction has spent many hours out in the cold and mud underneath the Koehring 505 excavator. Tony is bound and determined to get the Koehring moving under its own power this spring!

The good news is that on Monday April 12, 2004 the museum grounds had dried up sufficiently so that earthmoving could commence. The bad news is that on Tuesday, April 13, 2004 we received one and one-half inches of rain. So it will be awhile again before we're moving dirt. But it won't be long now before you see diesel exhausts up on the hill!

Come on out and check with Joe Scanlon or Art, and we'll put you to work!



← John McDonald has the controls of the museum's Caterpillar D-7E as he works to do rough regrade to the road to the museum's Restoration Building prior to finishing grading and top coating with a layer of fresh stone.



→ A critical part of any grading project is rolling to compact the dirt. Here Ryan Johnson works the museum's road roller over the fill area south of the Restoration Building prior to using it to roll the newly regraded road.



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Chapter Meeting & Program:  
**Rochester &  
Sodus Bay RR**  
by **Shelden King**  
Thursday, May 20, 2004  
**40&8 Club**  
933 University Ave.

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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (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.**

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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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