



The Semaphore

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

March 2006
Volume 48, No. 7

Program for Mar. 16:

Member's Slide Night

Bring your favorite slides, artifacts, photographs, etc. to this meeting.

We plan to have a 35mm slide projector and a laptop/digital projector for people that may want to display digital images from CD or USB thumbdrive. We will also have plenty of tables setup for railroadians, models or anything else people might want to

Future Programs

March 16: *Member's Slide Night*

April 20:

May 18: Elections -- See column on the right.

June 11: Annual Banquet, Newport House

June 15, July 20 and August 17: All meetings and activities are at the Industry location.

Chapter's 2006 Trip Schedule Announced

Enclosed with this issue of *The Semaphore*, is the announcement of the Chapter Sponsored Trips for 2006.

Look it over. There should be a trip that interests you.

Track Car Training Starts Mar. 25

Everyone who wishes to operate the Museum's track cars **MUST** go through classroom and on-hand operations.

Consult Schedule on Page 2.

Chapter Library

11 May Street, Webster (by OMID Tracks)

Winter Hours in Effect

Hours: 2:00 to 5:00 PM

Sunday, March 19, 2006

Library Phone: 872-4641

News about the Chapter Library

by *Jeremy Tuke*

The Rochester Chapter has maintained our Library facility for almost ten years in the cabooses located adjacent to the Toddler's Workshop in Webster, NY. As a point of reference, the Chapter "bought" the building for \$1 in 1997, and we have been favored with a ten year lease of \$1 per year for the property that the cabooses are situated on.

Sadly, the Chapter was recently notified by the property owners that we will have to vacate the property when the lease agreement expires at the end of January 2007. The current property owners have indicated that they may want to sell, and would prefer to not have any "encumbrances" associated with their property should they decide to put the property on the market. Technically the Chapter owns the caboose "building" but due to the nature of their modifications over the years, it would likely be cost prohibitive to consider moving the structure to another site. While from the outside the cabooses seem to be somewhat intact, there really is not much left functionally of the cabooses other than exterior walls and the cupolas.

While having this facility has afforded the Chapter the opportunity to develop and catalogue our fairly significant amount of railroad-related books, periodicals and other items, and give us a base of operations for publication and distribution of *The Semaphore*, we are in fact about at capacity at the current facility.

What does all this mean? Essentially this means that we are actively looking for another location to house the Chapter's collection of books, periodicals and reference materials, as well as a place to locate our copier and handle *The Semaphore* mailing. We will need approximately 1000 square feet that can accommodate approximately 400+ linear feet of shelving, and perhaps give us some room to grow. We will need climate control capability (heat, cooling, humidity

control) as well as utilities and communications interface. Suggestions have been offered to seek space in a church, or perhaps vacant retail space. The Library Committee is actively looking at options, but if anyone in the membership has any ideas please contact **John Stewart** (387-9185; RGVRR@Rochester.rr.com) or **Jeremy Tuke** (359-8944; jn_mk2k@frontiernet.net). *We would like to be aware of any options.*

The Rochester Chapter, NRHS has developed a fine collection of railroad-related publications and research materials which primarily focuses on the Western New York area. We would like to continue to develop this resource and have the ability to make these resources available for research and other uses, and the opportunity is upon us to prepare for the next level of this endeavor. We have until December 31, 2007 to relocate our Library facility. Please come forward if you have any reasonable suggestions that may be explored.

NRHS Chapter Election in May!

Candidates Urgently Needed for

All Officers and two Trustee Positions

It is election time again, and this is a critical year for us. All officer positions and two trustee positions are up for election.

The officer positions include: President, Vice President, Treasurer, Recording Secretary, Corresponding Secretary and National Director.

The incumbent President, Vice President and Treasurer will **not** be running for reelection at this time.

We are in need of individuals to help guide the chapter through the next stage of our life as an organization.

If you would like to be considered as a candidate, please contact me via email at: rgvrr@rochester.rr.com or mail to:

John Stewart
86 Bonnie Brae Ave.
Rochester, NY 14618

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

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Track Car Training Schedule for 2006 (Updated: 2/3/2006)

All training is at NYMT, 6393 East River Road

Date	Type	Operators	Time
25-Mar		Classroom	Experienced and New 9-10 AM
1-Apr	Classroom		Experienced and New 9-10 AM
8-Apr	Classroom		Experienced and New 9-10 AM
22-Apr	Classroom		Experienced and New 9-10 AM
	Hands-on	Experienced A>H*	9-12 AM
	Hands-on	Experienced I>M*	1-4 PM
29-Apr	Hands-on		Experienced N>S* 9-12 AM
	Hands-on	Experienced T>Z*	1-4 PM
6-May	Hands-on		New by appointment
7-May	Classroom		Experienced and New 9-10 AM
	Hands-on, make-up		Experienced, A>Z* 9-12 AM
13-May	Hands-on		New by appointment
20-May	Hands-on, make-up		New by appointment

* Initial refers to the first letter of the student's last name.

Membership Report

Jessica Stallone, Membership Chair
membership@rochnrhs.org
 585-350-9306

Finally, the NRHS membership cards from the National Office have arrived and been distributed.

If you do not receive your 2006 membership card by April 1st, please let me know by phone or email.

We would like to welcome the following new members who were voted in at February's meeting:

Henry "TY" Tobey

8653 Prole Rd.

Batavia, NY 14020

585-343-2357; dorfandan@aol.com

Henry is interested in every aspect of the organization as well as restoration, research, finance, antiques, family history of railroading and toy train collecting.

Donald Pohler

51 Whiteford Rd.

Rochester, NY 14620

242-0906; Pohler1@aol.com

Donald is interested in Rolling stock restoration, Museum operations, and Track car operation.

Christopher K. Playford

128 Somershire Dr.

Rochester, NY 14617-5644

467-2812; cplayford@rochester,rr.com

Christopher is interested in Rolling stock restoration, Trips, Museum operations and Track car operation.

Chapter & National dues

Regular: \$42.00

First family member: \$7.00

Additional family members: \$4.00 each

Local member: \$20.00 (Primary membership in another Chapter)

Subscription to *The Semaphore* only:

Hats with R&GV logo available

Chris Hauf has on hand baseball hats with embroidered R&GV Railroad Museum logo: "The Route to Industry". They are \$15.00 each, plus \$3.00 per hat for postage and handling, or can also be picked up at a Chapter meeting. Checks should be made payable to Rochester Chapter NRHS. Send orders to Chris Hauf, 28 Candlewood Dr., Pittsford, NY 14534.

RGVRR Museum and Chapter Image

By Jesse Marks, Publicity Chairman

I would like to take this time to thank Jeremy Tuke for giving me the opportunity to be the museum and chapter's Publicity Chairman. Just a few of many goals I have with this position is getting both the chapter and museum's name out to the public and increasing attendance and support for our events and various operations. Encouraging new membership is also on the list of things to do. I'm currently drawing up a detailed outline of ideas, questions, and strategies for possible events advertising not just around the Rochester area but also including western New York / Buffalo and the Syracuse region. The way I see it is the more visitors that come to our events, the more revenue that will be generated and in turn the more opportunities we will have to expand and increase the museum / chapter's operations. Getting "the name" out will increase potential membership and further help in our operations as well.

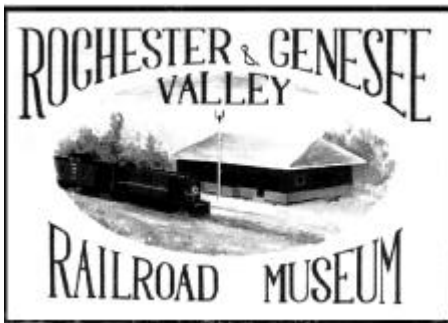
I think the question that members should ask every year is "what do we have that's new or improved to offer to the public?" Not only should we bring in new visitors year after year but we should give the "regular" visitors a reason to come back too. Having new displays put up or certain things restored to working condition or even touching up the depot's surrounding atmosphere could be some ways to attract new and regular visitors. The idea behind all this is to make two worlds so to speak. The first or present

world is where the visitors are coming from. The second world should be something that visitors can step into and be taken back to a certain era in time, (the early 20th century, for example) and relive its railroad history. In other words, themes could be used for our events. An example of this would be World War II railroad operations. Putting up pro-war, pro-military, Uncle Sam, or Buy War Bond posters from that era in and around the depot would be eye catching. Making World War II cargo, Army shipping crates, fake ammo boxes, etc. could also work. For me, being a guest, this would all be an interesting and even exciting experience. And certainly something I would come back to.

These are just a few ideas I have on the "list" that could positively affect the number of visitors, members, and revenues in the chapter and museum.

Finally, I would also like to introduce Dave Peet as the assistant Publicity Chairman. Dave will be adding his expertise and knowledge to the process as well as giving me a hand in getting this operation up and going. His efforts will be very much appreciated.

Looking forward to the 2006 season and the big events.



Motive Power Report

by John Redden

General:

Plymouth Gasoline Locomotive:

Progress continues on the 6 ton Plymouth Model BL locomotive.

Final preparations are underway for the re-installation of the front axle. To allow the proper clearance for one of the axle bearing boxes, some material has been ground off of one of the pedestal shoes. After a few more small adjustments, the axle can be reinstalled permanently.

During some unusually cold February weather, activity moved to a volunteer's home workshop to make the wooden frame for the engine canopy. This frame extends from the front of the recently-restored cab frame, over the engine, to the front of the locomotive. This frame will be covered with galvanized sheet metal and then installed on the locomotive later this year, after the cab and engine are reinstalled. Details of this frame were obtained from the drawings that were donated last month by the W.W. Williams company. In the interests of weatherproofing, a few small improvements have been made. We are using modern pressure treated lumber, and galvanized steel instead of the specified sheet iron. An interesting feature of the engine canopy is a removable lid over the cylinder head area of the Buda engine. This will allow access to the spark plugs and wires.

Work has started on the engineer's seat. All materials have been selected and acquired, and the basic structure has been assembled. It will be upholstered in the coming weeks and installed by Spring.

Diesels:

Mike Dow has been leading a group of volunteers working on the LV 211. They have set up a new permanent mounting arrangement for the battery charger and also added new lights in the short hood. They are also putting better noise-proofing and doing some re-wiring as well.

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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

Norm Shaddick and John Redden have done periodic inspection and servicing of several of our sets of locomotive storage batteries. Maintaining these expensive batteries is critical in the cold weather months, in order to keep them from freezing and bursting.

Steam:

Work has continued on the disassembly of the front pilot beam on engine 12. We have a plan in place to replace the rotted timbers. We have continued stripping old paint from the fireman's side exterior cab wall from this engine, as well.

Thanks to:

All of our Motive Power Volunteers, and also to Mike Dow, Kevin Klees, Ron Amberger, and Norm Shaddick for their input to this article.

Motive Power Options

by Rand Warner

In the not very distant future, our R&GVRM and NYMT Museums will be able to offer our visiting public quite a variety of motive power, including track cars, diesels, trolleys, TrackMobiles, and critters. Trains using these different forms of power can be put together and operated in various interesting arrangements and combinations; including one or more at a time, extras, sections, double-headers, etc.

As time goes on, we hope to augment the mix with steam locos and maybe a doodlebug. This will give us further flexibility and appeal to visitors and railfans alike.

A ride of any sort distinguishes a rail theme museum. Our combination of R&GVRM and NYMT offerings is a real plus to begin with, and is further strengthened by our ability to offer a truly scenic ride and an interesting array of ride options.

Wanted

- One-way or two-way butter fly re-railers
- Rail skates and wheel chocks
- Cantilever lifting jacks
- Skid steer loader *ala* Bobcat
- Trolley poles for #60 and #206
- Interurban couplers for #206

Track Samples

by Rand Warner

At our R&GVRM complex, we have representative rails from the following steam roads installed on our trackage:

? NYC Fall Road: 80# Dudley from Holley-Murphy Brothers Lumber Fancher - run-around 80# Dudley

? NYC Peanut: Church Hill Rd to Flint Hill Rd - 80# Dudley

? NYC Auburn Road - Switch from Victor - 105# Dudley

? NYC Despatach Shops: East Rochester yard switches - 80# Dudley

? Pennsy - Siding for Mobil at Brooks Ave. - 85# Pennsy



New Bearings machined

The top photo is of the new thrust bearing that has been machined for our Plymouth Model BL (the "critter"). The bearings had to be made so they could come apart (lower photo) to be placed around the axles since there are no plans to remove the wheels from the axles. The pins stick out from the bearing will hold it together and the Zerk grease fitting will provide grease for the bearing. The purpose of these bearings are to prevent the axles from moving from side to side and go between the wheels and the axle bearing boxes. [Chris Haul photo and

Electrification

Rand Warner, Coordinator

Bob Miner, Bob Achilles, Mike Dow, Jim Johnson, Dick Holbert and Charles Harshbarger are working on P&W #168 trolley at NYMT.

Ted Strang has repainted all the electrical cabinets with a glossy gray enamel.

Jim Johnson, Dick Holbert and Charles Harshbarger has installed grounds on two tracks into the carbarn at NYMT.

Charlie Lowe is prepping overhead parts to extend trolley overhead into the carbarn.

Rand Warner has ordered and received another rail bond kit to bond the rails on the two track into the carbarn. He is also rounding up or ordering new line splices for the contact wire.

A high wind on Saturday, February 25 brought down a limb on the trolley overhead wiring. Scott Gleason, Charlie Lowe and Rand Warner removed it using Chapter's bucket truck and chainsaw.

Bob Mader, Norm Shaddick, Lynn Heintz and Rand Warner are working on TC-3, with assistance from Kevin Klees.

Randy Bogucki and Tony Mittiga are working on improvements to north leg of the loop track at NYMT. Rand Warner is inspecting the south leg and getting quotes on more rail braces to reinforce curves.

Dick Holbert and Neil Bellenger are coordinating on procedures and write-ups for the substation operation and maintenance.

Charlie Lowe, Dick Holbert and Bob Achilles are getting bucket truck training from Scott Gleason. The Chapter will assign one of our two bucket trucks to be stationed a NYMT to support electrification efforts long term.

Returnable cans can help Steam Fund

You can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.

Little Bits of History ...

Spencerport Rails History LIVES!

By Rand Warner

At the Spencerport Area Chamber of Commerce Community Awards Banquet, Bernie Cubbitt and Bud Nichols were recognized for their work of saving, relocating and restoring the Spencerport Station of the Rochester Lockport & Buffalo Railway, via the Clyde W. Carter Citizen of the Year Award.

Also at the same January 27 2006 event, Lisa VerSteege and Maria Parina were recognized with the Civic Beautification Award for their work in tastefully rehabbing the former NYC RR Fall Road Spencerport station into the Expressions of Dance by Lisa Dance Studio.

Seems we've really got Spencerport back on the railroad map again!

NYSR History on CD

In the 1920s, *Transportation News*, a company magazine of the New York State Railways, published a series of articles about its street railways and interurban lines, covering the horsecar days of 1860s into the 1920s.

Charlie Lowe, of NYMT, has reproduced the complete set of articles on compact disc, adding an introduction and table of contents. This CD is available from the NYMT's Gift Shop at \$13.99 plus tax.

Jim Dierks to speak at Luncheon

On May 16, the Retired Chemists Luncheon Meeting will be at Rick's Prime Rib House. After a fine lunch, attendees will hear a presentation by Jim Dierks, of NYMT on "The Interurban Era". Archival images and postcard views will provide a trip from Rochester, through Pittsford, Canandaigua to Geneva via Rochester & Eastern. He will also talk about NYMT efforts to bring back the interurban era for today's visitors to enjoy.

A Little More History ...

The Rochester Engineering Society (RES) was organized in 1897. Lee M. Loomis of the Society has been scouring the Society's archives. Here are samples of their meetings:

1903: "Electric Drives in Railway Shops"; "Electrolytic Decomposition of Water Pipes due to Street Railway Return Currents"; "Street Railway Tracks in Relation to Pavements" They toured Rochester Railway Co.'s St. Paul St. Car Shops (followed by a day trip to the Summerville Life Saving Station) and a trolley trip to Canandaigua, which included special arrangements for travel in a private railroad car for RES members and their guests.

1904: An excursion for a summer picnic via Rochester & Eastern Rapid Railway and steamboat to Canandaigua Lake and Vine Valley.

1907: "Trolley and Air Brake Practice" and "Henick's Autographic Car" [Ed: anyone know what this was?]

1908: "The Pay-As-You-Enter Street

Gems from Our Past

by Rand Warner

From minutes of 16 February 1956 Chapter Meeting;

Called to order by President Sam Grover at 8:25 PM.

Annual Banquet will be Sunday 29 April at Greece Post or Barnard Exempt.

At a meeting of Buffalo and Rochester Chapters on 29 January, the most attractive trip possibility was the East Hojack NYC to Oswego, with stopover at Old Fort Ontario.

Motion made and passed to acquire a mimeograph machine and addressograph machine for Semaphore, etc.

Annual Picnic will be at Webster County Park in July or August.

Harold Caulkins donated several items to Chapter Library.

Treasurer Nick Feeley reported a balance of \$601.90.

Ward Shafer presented a colored, sound movie film of South Africa.

Meeting adjourned at 8:30 PM.

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? Rochester Lockport & Buffalo: **April 30, 2006**

? Rochester & Syracuse: **June 28, 2006**

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

? **2007: 70th Anniversary** of the Rochester Chapter, National Railway Historical Society!

How can we have significant & appropriate recognitions events & celebrations??

Construction and Equipment

by Joe Scanlon



After two months of hard work, our Construction Department successfully brought our Cat 12 grader's diesel engine back to life today. Shown here are the start-up team of (l to r) Scott Gleason, Art Mummery, Ryan Johnson, and Joe Scanlon. Many other hands helped in the project as well. Thanks to everyone for a job well done! After start-up, the grader was given a thorough greasing and checkout of the hydraulic systems. There is still some tinkering to be done to get the transmission in top shape, but that will take place in the coming weeks. This grader will be putting a lot of work in this summer preparing the museum's Restoration Building site for track. (Caption and photo by Chris Hauf)

Another success! The Rochester & Genesee Valley Railroad Museum now owns a running 1950 CAT 12 grader!

On Saturday, February 25, 2006 Art Mummery notified us that he was ready to start the grader, after replacing the springs & plungers in the diesel injector pump. Art had previously replaced the fuel filters and fixed the pony motor magneto. Ryan Johnson, Scott Gleason, and Joe Scanlon had pulled apart the pony motor gas tank, fuel lines and carburetor and cleaned and reinstalled them.

The team showed up and went to work. Like members of a rock 'n roll band, each person had their part to play. With Ryan in the cab, Joe at the pony motor, and Art bleeding the injector pump, everybody pitched in and the diesel started easily and ran smoothly! Next we checked out the front-end functions: power steering, the two blade-lift assemblies, side shift, circle rotation and leaning wheel - all of which performed flawlessly!

Our next tasks are to completely lubricate the machine, free up the gear selector, change the engine oil and filters and wait for dry dirt to level with it!

Other winter projects are moving along apace, including the I-H high lift diesel engine rebuild and the CAT DW-15 scraper pony motor rebuild.

We planned the work, we're working the plan, and if you heard the grader diesel idly smoothly in the restoration building that Saturday, you would agree that teamwork makes it happen! Come on out and be a part!

Shows, etc.

March 11-12: *Rochester Model Railroad Club*, 150 South Clinton (First Universalist Church) Sat. 10-5; Sun. 1-5.

March 26: *Spring Railroad Show*, by RIT Model Railroad Club, Student Union, RIT Campus, 10-3:30. *See "added attraction" below*

April 1-2: *Railroad Showcase 2006*, by Niagara Frontier Chapter, NRHS and Niagara Orleans Model Engineers. Kenan Arena, 195 Beattie Ave., Lockport, N.Y. Sat: 10-5; Sun: 10-4.

April 9: The Great Batavia Train Show, Batavia Downs Gaming, 9:30-3:30. Donation: \$5.00.

May 12-14: Day Out with Thomas, Medina Railroad Museum, 8am-6pm, Medina, NY.

July 1-2: Bark Peelers' Convention, PA Lumber Museum, Galeton, PA

Added Attraction to RIT Show

For modelers who use DCC, Bill Carr will be displaying his interlocking panel that used his electronics, computer programming and model railroading skills. Engines, representing trains, will traverse the train tables back and forth from entrance to exit blocks, automatically controlled via the computer interface logic. Meanwhile Selkirk Tower operators will perform the duties of setting up and locking various routes.

This should be interesting to watch. [Rochester Model Rails, April 2006]



Joe Scanlon found this photo in a Caterpillar Sale brochure. It is a 1950 CAT 12 grader, just like the one you will see patrolling our roads and our earth moving projects at the museum.

Coming in April

As a separate mailing, 2006 Chapter members will be receiving:

- 1) Ballots for the May Election of Officers and two Trustees.
- 2) The 2006 Roster of Chapter members.

If you want to be considered for Item #1, please see Page 1.

The April issue of *The Semaphore* will come separately, thus restricting ballots and roster to Chapter members only. **So VOTE!**

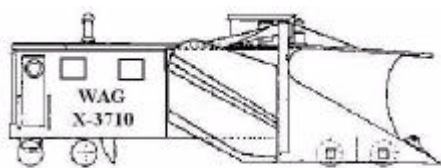
WAG Plow Update - Still in the Future

by Jesse Marks

Due to personal time restraints the WAG plow update scheduled for this issue of *The Semaphore* will be placed in April's *Semaphore* instead. Unfortunately, work and college have kept me from getting down to the museum over the last few months. To get a better, more detailed idea (or update) of the work that will be done I need to look over the plow from top to bottom in person. Some restoration plans have changed since the last work session and website update. My apologies to those who have patiently waited for this update. It will be in the April *The Semaphore* ... guaranteed! (And maybe with a picture.)

I can report some quick website news however. Over the next six months the wagplow.org site will be undergoing a new design. The content will be the same and the Progress page will continue to be updated after every work session on the plow but the over all look will be quite different. Not only will this new design give the viewers something different to look at, but it will also improve the use of browser space as well as my ability to update the site faster and more efficiently. My other site, Rail Trek New York will also be updated during this time frame.

There's still a lot of work to do and changes around the corner before the 2006 summer ends. It's going to be a busy season. Thanks again to all of those keeping an interest in the WAG plow.



www.wagplow.org

Everything you wanted to know about the WAG rone plow

R&GV RR Museum receives "Editor's Choice"

The 2006 **Tourist Train Directory** has named our museum as an "Editor's Choice"!

Contributors to this issue

Bob Fitch, Mary Hamilton-Dann, Chris Hauf, Jesse Marks, John Redden, Charles Robinson, Harold Russell, Joe Scanlon, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as indicated.

What Happened At Kinzua?

by Bob Fitch

Following the collapse of the Kinzua Viaduct on July 21, 2003 the Pennsylvania Department of Conservation and Natural Resources (DCNR) convened a panel of specialists to investigate the cause. The 2005 November issue of *Civil Engineering Magazine* carries an article discussing the results of that investigation and the following is my summary of that.

First let me say that I was fortunate to be able to ride in a passenger coach over the NYO&W Rys. Lyon Brook Bridge in the 1940s, which bridge was 820 feet long and 165 feet high and which to me qualified as a 'white knuckle' experience in today's terms. I never traversed the Kinzua Viaduct's 2053 foot length with its 300 foot height but imagine it must have been like a trip to the moon on a space shuttle, so building and maintaining this bridge must have been most challenging.

In recent years, as many of you know, the Knox, Kinzua and Kane RR operated trains to and onto this viaduct until early 2002, when the Pennsylvania DCNR "closed the structure after a routine inspection uncovered severe deterioration in observable structural elements of the towers." Repair work started the following year and was being accomplished at the time of its collapse. It was determined that a tornado with wind speeds of from 73 to 112 mph had struck from the east taking with it most of the viaduct as well as much of the forest in the area. Fortunately for the workers at the site, they had just finished their day's work and had returned to their mobilization area, which site, for some reason, wasn't touched by the storm.

The original bridge (at the time the longest and tallest in the world) was built in 1882 on a north-south alignment over the Kinzua Gorge. As time went on and hopper cars used to transport the coal increased in size as did the locomotives pulling same over the viaduct, it was determined that the original wrought iron structure should be replaced with a stronger one of steel. This was done in 1900 with the new structure built in the same configuration as the original involving 41 spans resting on 40 tower piers, with each pier consisting of four legs or posts. As a result of the similarity of the structures, they were able to use the same wrought iron anchor bolts to tie down the legs of the new structure to the original sandstone pedestals; however, it was decided to place the easterly legs of the tallest towers

(numbered 4-14) on roller expansion bearings, (rather than tying them directly to the pedestals as with all the other legs) thus allowing them to move as the temperature changed. Because these new bearings were thicker than the original, the existing anchor bolts were too short; so steel collar-couplings were utilized to extend the height of the bolts.

Structures such as this which are tall and light, and have a large surface exposed to the wind require special design considerations as well as much closer inspection over time. Winds blowing against the superstructure create tremendous stresses in the anchor bolt system which has to hold down the structure to prevent its overturning. Engineering codes in structural design consider winds coming from any direction but it is still common to design for prevailing winds which, in this case, come from the west. This is the reason that the 1900 design called for the expansion bearings to be placed under the easterly legs which with a wind from the west would be stressed in compression, while the westerly bolts would be in tension.

What happened at Kinzua is that the tornado with its winds from the east (not west as anticipated in the design) shifted the structures weight over the western bearings, thus uplifting or stressing the eastern bearings anchor bolts past their ability to resist this loading. Lab tests of these bolts after the collapse showed that they were unable to withstand this loading due to preexisting problems with the bolt extensions added in 1900 and, due to the construction of the bearings, it was impossible to observe these problems in inspections made after the viaduct was rebuilt. "This particular failure led directly to the total collapse of significant portions of the structure."

Civil Engineer C.R. Grimm had received criticism about his reuse of the original anchor bolts in his design of the second viaduct and in a 1901 publication of the American Society of Civil Engineers "he agreed with the critics of his design regarding the reuse of the old wrought iron anchor bolts. 'Stronger bolts should have been used with superior details,' he wrote."

If Grimm had done that, possibly I might still have had a chance to ride over this magnificent structure- although I'm not sure my old heart could take it.

(Phrases in quotation marks are taken directly from *Civil Engineering*.)

A Special Tribute to Richard C. Barrett

by Mary Hamilton-Dann

Already well-known is Dick's loyalty to and support of the Rochester Chapter, National Railway Historical Society. Not so well-known is the depth of his personal attributes.

All business ventures are fraught with risk, and publishing is no more or less so than, for example, merchandising.

RR Publications, however, reflected the Barrett ideal of substance before profit. With rare sense of appropriateness in a highly specialized field like railroad books, Dick contributed his particular talent at the most basic and important level. Where as most publishers delegate the job of compositing to a specialist, the founder of RR Publications served as his own compositor. Page lay-out, variety of visuals/text relationship, eye appeal for non-specialist readers, all reflected an exceptional creativity.

Above all, however, was Richard Barrett's regard for fairness and openness in contractual matters. Rather than a business, he chose to make RR Publications a profession.

In a field not characterized by author-compassion or emphasis upon shelf life (longevity) for its output, the RR legacy is

Railroad Research Publications still available

Nancy Barrett, Richard's widow, donated the assets of Richard's venture, **RR Publications**, to the Chapter. The Chapter has been assimilating and planning on continuing Dick's work. We are filling orders for his clients publications, and reviewing the steps necessary to put several of his projects to completion.

Dick Barrett's Slide Collection added

Last summer, Bill Limberg constructed five ceiling to floor bookcases to display Richard Barrett's collection. His books filled two of them. Recent arrivals were about 50 Carousel slide trays, with slides in appropriately labeled boxes. Most pertain to Boston and Maine Railroad, Dick's favorite line.

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredden@frontiernet.net.

Library Report

by Charles Robinson, Chairman

March's open hours for your general use will be **Sunday afternoon, March 19, between 2 and 5 PM**. Come out and enjoy the Chapter's collection of rail books and periodicals while they are still there.

Most have heard by now the sad news that the library must move out of its present location in Webster beside the Toddler's Work Shop by the end of 2007. Our lease on the land will end then and the present owners of the land wish us to move. We will vacate the present double caboose building and leave it behind. Finding a new location has now become a major problem and it will require help in the search from all our members. *So please speak up if you know of a possible location or some workable idea.*

We are always on the look out for material on the railways in the Rochester area. However it would be best, considering our situation with an impending move, to discourage donations from a larger area. In the move we will not be traveling light and it is best not take on too much more luggage.

The work however will continue in the library. Gale Smith continues with the logging in on the computer of our recently donated books. Jerry Gillette and the library chairman continue with the process of listing the loose rail photos in our collection and placing them in numbered albums.

Hope to see you at the library. Always keep in mind any opportunities for a new location for the library.

Help needed to Transfer 3.5" floppies to CDs

by Chris Hauf

The Chapter's Publications Committee is looking for a little help. We have been donated the backup floppy discs of the publications of **Railroad Research Publications**. There are two file boxes of floppy discs and while labeled by book, we are unsure of which floppies represent the final versions of the books. To insure we preserve everything, we would like to put all of the data of all of the floppies on to CDs for preservation. We are looking for a volunteer willing to read all the floppies on to a computer and then write out CDs to preserve the data. The Chapter's computer at the library is perfectly suited for this task if someone wanted to help, but did not have a computer suited to do the work.

If you think you can help, please contact Chris Hauf, crhauf@frontiernet.net or 381-

Narrow Gage Right Here!

By Rand Warner

Yes, Virginia, there is (or was) narrow gage right here in Monroe County area. You don't really have to go to Colorado.

There was an underground 18" (?) electric narrow gage at the former gypsum plant at what is now Sabin Metal in Wheatland.

There was an above round 24" (?) steam narrow gage at the large plant at Garbutt, used to transport the rock from across Oatka Creek.

There was a 30" age electric (?) narrow gage at the Van Lare Sewage Treatment Plant on Lake Road, used to transport solid waste. Some of this equipment was later obtained by Henry Pope and Bill Hillicker.

There was a 36" gage mechanical narrow gage at the Sabin Metal Plant at Wheatland. Equipment is still on site.

Does anyone know of any 42" gage operations in the area?

Does anyone know of any 48" gage operations in the area?

Museum Education Assistant Wanted

Volunteer position for a self-starter to develop co-curricular educational materials for school groups and youth groups visiting Rochester & Genesee Valley Railroad Museum. Ideal for a retired history or science teacher. Need not be a railfan but must be interested in helping young people understand the world around them. Contact one of the Mangers on Page 3.

Ex WAG GE loco moved

This GE 132-ton centercab was one of eight units custom-built for the Ford Motor Company in 1939-40. The Wellsville, Addison & Galetton purchased several for their Pennsylvania line. This particular unit, #1700, was acquired by the Lake Shore Railway Historical Society of North East, PA but was stored on the New York & Lake Erie at Gowanda, NY. Since it could not be moved by rail, the museum had to hire a rigging company to load it on a QTTX flat to move it to the museum grounds.

The museum plans to repaint the unit in the WAG scheme of cream and orange, rather than try to duplicate the "art deco" original chrome scheme used by Ford. [*Railfan & Railroad*, April 2006, pg. 24.]

Thanks to ...

Rand Warner for wood barrels, assorted tools, electrical equipment.

Rochester Chapter National Railway Historical Society
The Semaphore
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Chapter Meeting & Program:
Member's Slide
Night
by Our Members
7:30 PM
Thursday, March 16, 2006
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.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

\$3,000	\$3,000			
\$3,000	\$3,000			
\$3,000				
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