

NEXT CHAPTER MEETING:

JULY 17

Enjoy Your Railroad!

Bring your friends to Industry Depot to enjoy a ride on our museum railroad!



A fresh lineup at the bumping blocks at our Industry Depot greets passers-by on Route 251! From left to right, MDT reefer 14053 (Pacific Car & Foundry), R&GV 1654 and our Erie caboose, and LV 211. The Lackawanna baggage car has been repositioned behind the MDT reefer to allow better access to Track 5 for additional equipment. Our volunteers made it happen! PHOTO BY DAVID SCHEIDERICH

Summertime at the Museum

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Memorial Day and the swing into June mark the traditional start of increased activity for the Rochester Chapter and its Rochester & Genesee Valley Railroad Museum. As we prepare once again to inform and entertain our visitors, many people are working behind the scene to ensure we maintain our credit as one of New York State’s only **operating** railroad museums. Our track gang makes periodic inspections and repairs to our mainline to ensure consistent operation and safety. Our mechanically-inclined volunteers have reconditioned our track car fleet to provide yet another year of reliable shuttle service for the public (in cooperation with our volunteer track car operators). Our motive power team is hard at work inspecting, repairing and maintaining our locomotive

fleet, keeping our “museums in motion” in prime operating condition. The electricians keep the lights on and the radios loud and clear. Other volunteers are making sure our grounds are trimmed and beautified with new plantings. Still others make sure the depot bathrooms are kept clean and stocked, and our sidewalks swept clear of debris. Another crew of volunteers is kept busy replacing windows in our Empire State Express excursion set, looking forward to the day when we once again host fun and fund-raising trips for the public! Many volunteers have adopted extensive multi-year restoration projects, slowly bringing yet another important piece of railroad equipment back to “in service” condition. Our heavy construction *(continued on page 9)*



www.rochnrhs.org

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The official publication of
the Rochester Chapter,
National Railway Historical Society

Volume 50, No. 10

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©2008 Rochester Chapter, NRHS. The Semaphore is published monthly by the Rochester (New York) Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member subscriptions are \$10.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday of each month, and the Board of Directors meets the first Thursday of each month. Any items related to the activities of the Rochester Chapter the Rochester & Genesee Valley Railroad Museum, and regional railroad history are gladly accepted.

TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS

THANK YOU, JEREMY TUKE!

Many thanks go to outgoing Chapter President Jeremy Tuke, for his many years of leadership through his several terms. These past few years have been very challenging times, not only for our Chapter, but for museums and historical societies as a whole. Specifically, nearly every one of our operations centers seemed challenged at every turn: the Chapter Library, our excursion operations, the train set and its storage and eventual restoration, our land, sewer and water resources, and many more. It takes a strong leader to not flinch when the going gets tough, but instead to meet challenges with decisive, focused, positive action for the betterment of the Chapter. Thanks Jeremy, for your proactive leadership, and many thanks to your family for supporting your efforts to help move the Chapter and the museum forward.

—Rand Warner

MUSEUM OPERATIONS

With increased summertime activity around the museum, please take a moment to familiarize yourself with the location of fire extinguishers and first aid kits. Please report items in need of replacement to a Museum Manager. With more visitors coming to our museum, we will be under increased scrutiny from the public. Please make an extra effort to patrol the museum grounds for trash and litter. We only have one chance to make a first impression.

The tenth anniversary of our annual Diesel Days event is coming up this August! Can you help out during one of our busiest weekends? We will need extra hands to help with train operations, tour guides, car hosts, and general "guest services." Diesel Days is one of our most popular events, and we will need everyone's help to keep it that way! See a museum manager for more information.

—Otto M. Vondrak

DEPOT GUIDES

Thanks to all those who served as depot guides during May and June. It is a much needed calling and is rewarding to those who participate. Depot guides are needed for every Sunday for the rest of the summer and fall and for a number of weekday group tours. There is a particular need for guides for the following dates:

- Sunday, July 13
- Monday, July 14 - 10AM tour
- Monday, July 14 - 1PM tour
- Sunday, July 20 - Caboose Day
- Thursday, July 31 - 10:30AM tour
- Sunday, August 10
- Monday, August 11 - 11AM tour
- Saturday, August 23 - Diesel Days
- Sunday, August 24 - Diesel Days
- Wednesday, August 27 - 9:30AM tour

Any members and friends of NRHS Rochester who are not presently on the crew caller's roster for depot guides who would like to participate may e-mail **Mike Root** at mikeroot@clearwire.net or call him at (585) 223-4906. Guidance and training are available, if requested.

UPCOMING MUSEUM EVENTS

CHAPTER MEETING AT INDUSTRY
Thursday, July 17

CABOOSE DAY
Sunday, July 20

CHAPTER MEETING AT INDUSTRY
Thursday, August 21

DIESEL DAYS
Saturday, August 23
and Sunday, August 24

MUSEUM CLOSING WEEKEND
Sunday, October 26

CHAPTER LIBRARY HOURS:

August 7

6:30 - 9:00PM at 40&8 Club
933 University Ave, Rochester

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$53.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

Next Chapter Meeting:
August 21
6:00 PM at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGERS

RAILROAD: Chris Hauf

(585) 381-8583 crhauf@frontiernet.net

INFRASTRUCTURE: Dave Luca

(585) 288-0318 daveluca@frontiernet.net

MOTIVE POWER DEPT.

EK 6: Mike Dow had a sample of crankcase oil from our Eastman Kodak centercab switcher analyzed. The results were not good and the engine is now out of service pending an oil change. The condition of the oil indicates possible problems with the diesel engine, therefore EK 6 will remain out of service pending resolution of these problems.

LV 211: Our “Hammerhead” RS-3 was fired up for the first time at the end of June. The former Lehigh Valley unit was the benefactor of many hours of volunteer labor, looking forward to operating at Diesel Days this August. The 211 is the benefactor of the Locomotive Preservation Fund, and will be the recipient of new batteries later this year, thanks to generous donations (see page 8 for more details).

RG&E 1941: Work on 1941 has continued. The locomotive’s Number 2 headlight was scraped, re-lamped, re-installed and made operational. It was discovered that the muffler on the Number 2 end was subject to the same problems that had led to the failure of the number 1 engine due to water intrusion. It was decided to remove the muffler on the Number 2 engine, clean up the muffler pocket in the hood and take corrective measures to prevent future water infiltration into these areas on both ends. Work continues on mounting the remaining windows. We are in need of a volunteer with brazing skills to make patches in the window frames. There are some issues with the throttle linkage that had been modified by past owners. The throttle linkage will need to be adjusted to bring it back to the original design settings. RG&E 1941 has been used recently to move equipment in and around the



USA 1834 took charge of an RPO and coach from our stainless excursion set for rides up to the Transfer Point during our June Chapter Meeting at the museum. Everyone enjoyed riding the coach, probably the first time this had been attempted in 20 years. PHOTO BY CHRIS HAUF



Luther Brefo coaxes a rail into position on the stack of material that is being prepared to move to the work site where our new excursion set storage siding will be built. PHOTO BY DAVID SCHEIDERICH

Restoration Building.

Joe Nugent and Ron Amberger conducted a fuel survey of all the diesel locomotives. Motive power meetings are held at the depot at 9:30am on the first Saturday of each month. Work parties are Tuesday evenings and Saturday all day. Work will

continue in preparation for “Diesel Days” in August.

—Ron Amberger and Rand Warner

TRACK CAR OPERATIONS

Thanks to the efforts of Bob Mader, Ted Strang and Bob Miner the track cars are



MUSEUM NEWS CONTINUED



Our Lackawanna baggage car full of displays was relocated to Track 3 to allow better access to Track 5. Our Ford forklift helps move the heavy wooden staircase that allows our visitors to visit the displays inside the car. PHOTO BY DAVID SCHEIDERICH

alive and well again. We do need operators for Caboose Days Event, July 20 and also Sundays August 3, 10 and 17. There is a good possibility that this may be the last year for regular weekend track car operation. Instead, NYMT will be running trolleys down to meet our diesel fleet. To make sure you do not miss these last operating opportunities, contact me at haroldrussell@juno.com or 585-427-9159.

HEAVY EQUIPMENT

We now have a 1984 Ford F700 twenty foot flatbed truck with a knuckle boom crane behind the cab and only 48,000 orig-

inal miles. It is in surprisingly good condition. Joe Scanlon discovered it and arranged a bargain price. Rand Warner inspected the vehicle and arranged delivery. Now we can put it to good use on our many construction projects throughout the year.

Our 1973 Ford F750 hi-rail boom dump truck (acquired from the Ontario Central) is back from the grave, alive and well and ready to help with ballasting. Peter Gores led this effort, assisted by Bob Mader, Jeremy Tuke, Rand Warner and Ted Strang of NYMT. The key item was rebuilding the carburetor, accomplished by Ted Strang.

Peter procured a ballasting tailgate with chutes. We changed the oil, drained and refilled the gas tank, installed new plugs, fixed the power steering, greased and lubed everything that didn't move, and topped off all fluids. Bob Mader will be replacing a brake line that developed a pinhole leak, but otherwise the unit is once again fully operational and ready for duty.

—Rand Warner

R&GV TRACK DEPT.

More than 30 tons of 90-lb. rail has been loaded onto our ex-Conrail NYC flatcar. Equipment used (Continued on Page 7)

R&GVRRM - NYMT 2008 TRACK CAR OPERATOR SCHEDULE

Date	Operator A	Operator B	Operator C	Primary TC	Event
July 13	Dunham			TC-3	
July 20	Becker	Byrne		TC-1	CABOOSE DAY
July 27	Consadine	Moore		TC-3	
August 3				TC-1	
August 10				TC-3	
August 17				TC-1	

NOTE: Operator C is the relief operator. A fourth "Operator D" is requested for July 20, Caboose Day.



Track Car TC-1 arrives at Industry with a full load of passengers. Our track cars provide reliable shuttle service between R&GVRM and the New York Museum of Transportation, giving our visitors a pleasant two-mile ride. PHOTO BY DAVID SCHEIDERICH



Museum visitors disembark and prepare to tour our displays and equipment. Our Depot Tour Guides help our visitors interpret our many displays and answer questions from the public. Can you spare an hour to help out one weekend this summer? PHOTO BY DAVID SCHEIDERICH



Visitors enjoy the historical displays inside our former Merchants Despatch Transport reefer (MDT 14053). The display describes the carbuilding activities that once took place at Despatch Shops, Inc. in East Rochester, a subsidiary of the New York Central. Cars like our MDT reefer were built at DSI. Penn Central closed DSI in 1970. Chris Hauf put together the informative displays. PHOTO BY DAVID SCHEIDERICH



Our museum proves to be a popular destination year after year. ABOVE: Track Cars TC-2 and TC-1 are ready to bring their passengers back to NYMT. TC-2 has been pressed into regular service while volunteers attend to rehabbing TC-3. The track cars have been instrumental in making our joint museum experience possible. TOP RIGHT: Track cars get ready to depart NYMT, with one of NYMT's ex-Philadelphia & Western trolleys just returned from a demonstration run. Track cars and trolleys now share the same track, with new procedures in place to ensure continued safe joint operations. RIGHT: Visitors tour the Agent's Office inside Industry Depot, where they learn about the functions of the depot and what duties the agent had to perform in the course of his work. Our former Erie depot was purchased by the Chapter from Erie Lackawanna in 1971. Thanks to all our volunteers who make scenes like this possible! Can you lend a hand this summer? PHOTOS BY DAVID SCHEIDERICH





The NYMT continues their electrification expansion program. There's a very good chance we may be meeting trolleys at the Transfer Point during this year's Diesel Days. PHOTO BY OTTO M. VONDRAK

in this process included one of our Army pickup trucks and our Ford forklift. Thanks to Mike Dow for operating the forklift during this operation. Other helpers included Dave Luca, David Scheiderich, Rand Warner, Jeremy Tuke, the Tuke Brothers (Matt and Dan) and Dan Waterstratt.

Additional stone has been spread alongside Switch 6 to correct a cross-elevation issue. Our ex-Kodak Park Railroad ballast tamper will be critical in correcting this issue now that the leveling and elevation system has been made functional (thanks to Mike Dow, David Scheiderich, and Luther Brefo). Various other maintenance items have made this machine more safe, useful, and reliable.

—Luther Brefo, Superintendent

NYMT TRACK WORK

The New York Museum of Transportation has hired a nearby contractor to help beef up the mainline used by their regular trolley operations. Work includes ballasting, curve realignment, raising track elevation, and super-elevating curves. NYMT now operates trolley cars every Sunday, and the heavier equipment creates more wear on their infrastructure. This work will ensure reliable operations. The contractor should be finished by the time you read this.

—Rand Warner

NYMT ELECTRIFICATION PROGRESS

The New York Museum of Transportation is aggressively extending their active overhead trolley wire south to our adjoining property line. Poles are set, down guys and anchors are installed, and bracket arms are being hung. The Chapter has provided our auger truck and two bucket trucks to aid this effort. This latest electrification work is being led by Charlie Lowe, assisted by Bob Achilles, Tony Mittga, Dick Holbert, and many others. They have to have active wire in place to the so-called "Transfer Point," possibly further, for Diesel Days this August.

—Rand Warner

SAFETY FIRST—AND ALWAYS

With increased activity around the Museum complex during the summer months, it would be a good idea for all volunteers to familiarize themselves with the locations of fire extinguishers and first aid kits. Thanks to Steve Huse for keeping our extinguishers inspected and ready for service (hopefully something we'll never have to worry about). We're actively seeking someone to keep track of keeping our First Aid kits fully stocked and current. If you're willing to help out, please see a museum manager for details.

—Otto M. Vondrak

WANTED

- Relay ties and switch timber for new track construction on south side of Restoration Building and on west side of the LA&L tracks.
- No. 3A crushed stone ballast for above track construction
- Non-asbestos boiler lagging for Heisler fireless steam locomotive
- Cantilever passenger car jacks for use on our excursion trainset
- Donations/sponsors for proper grade of Lexan plastic sheets for fabricating outer window panes on excursion cars
- Sheet steel in 0.085" thickness for rehab of Rochester Subway car 60
- Cases of soda/pop in cans
- Open-end wrenches larger than 1"
- Pallet racking crossbeams
- Good used, or new, rims for Bobcat
- Vise Grip pliers, assorted sizes
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail
- Working tractor backhoe

IF YOU CAN HELP PROCURE ANY OF THESE ITEMS PLEASE CONTACT:

**Rand Warner at (585) 425-8586
Chris Hauf at (585) 381-8583
Dave Luca at (585) 288-0318**

**NEXT EVENT:
Caboose Day
July 20**

**Visit the Museum on-line:
www.rgvrrm.org**

Locomotive Preservation Fund update

With Lehigh Valley 211 back online for the season but still needing a jump start to run, the museum needs one last funding push for our Locomotive Preservation Fund to be able to purchase 211's batteries in time for Diesel Days so the engine can be started on its own and maintain its position as one of our reliable locomotives. Would you be able to help us make our goal? **We only need \$695.00 to be able to make the purchase.** If fourteen members donated \$50.00 each, we would be there. And it would only take seven people donating \$100.00 to reach it.

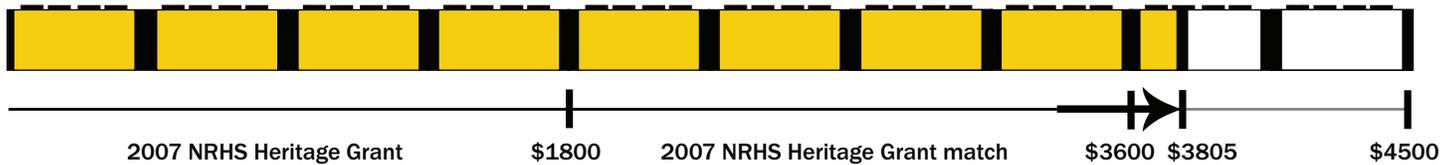
Donations to the Rochester & Genesee Valley Railroad Museum and the

Rochester Chapter NRHS are tax deductible to the extent allowable by law. Please consider a donation today. Donations can be made securely online using the PayPal link on the Chapter's website www.rgvrrm.org. Donations can also be made via the mail. Please make your donation check payable to the Rochester Chapter NRHS and mail it to:

Locomotive Preservation Fund
 Rochester Chapter NRHS
 P.O. Box 23326
 Rochester, NY 14692-3326



Progress as of July 4, 2008: Total on hand: \$3805.00 Total needed: \$4500.00



The museum was fortunate to be able to acquire via purchase a new flat bed boom truck. Thanks to footwork by Joe Scanlon and Rand Warner this useful truck was purchased and moved to the museum where it will be used for moving track parts, ties, and other materials around the museum. The purchase was made possible by the continued sale of surplus equipment from around the museum. PHOTO BY CHRIS HAUF



Our Construction Department remains hard at work around the museum. Here they are moving more dirt from the northeast corner of the restoration building to be used to widen the fill at the south end of the building to allow for additional track to be built south of the building. PHOTO BY CHRIS HAUF

Summertime

(continued from page 1) equipment crew keeps our fleet earth movers earning their keep. There are so many other jobs that go unmentioned, too many to list here!

But it's not all hard work. Step into the agent's office and enjoy the tap-tap-tapping of the telegraph key as our Regulator clock softly keeps time. Board our Erie caboose, and enjoy the sunset from the rear deck, as the soft glow kerosene marker lamps evokes another time. Watch the semaphore blade in the Hill Block drop when your train passes. Sit on a bunk in the Penn Central caboose, feel the slack run in around Reid's Crossing and get the impression you're on a local on some forgotten branch. Enjoy the unique sound of the opposed-piston prime mover in our Fairbanks-Morse switcher (the only operational one in the state, maybe the region). Take notice of the beautiful rural scenery that surrounds our museum site, and take pride in the fact that we have been in operation every year for more than 20 years!

But we can't do it alone. There are plenty of projects waiting for able hands. Maybe you can spare an hour or two this summer? With your help, anything is possible.

—Otto M. Vondrak



Scott Gleason has the controls of the museum's Trojan loader as more dirt is moved from the north end of the building to the south end. There are plenty of opportunities for volunteers who wish to learn more about working with heavy equipment. PHOTO BY CHRIS HAUF



Wooden Caboose BR&P 280

The Buffalo, Rochester & Pittsburgh was acquired by the Baltimore & Ohio in 1932, and with it came our wooden caboose #280. Originally built in 1923 by Standard Steel Car, it was one of an order of 50. A total of 66 cars would be built to this same plan between 1914 and 1923. As built, the caboose weighed 39,400 lbs. Renumbered C2631 on the B&O, the caboose served for many years afterwards, including a stint in Rochester running between Brooks Avenue Yard and the coal docks at Charlotte. Our caboose also made runs between Buffalo and Ashford Junction, and Rochester and Ashford Junction (all former BR&P routes). Our caboose was rebuilt in 1968 to update the air brakes and the heating system.

The last of these cars were retired by Chessie System in 1977. Several Rochester Chapter members inquired about the car for preservation. Due to the efforts of Don Brown, Dick Barrett and Jerry Hott, the car was donated to our group by Chessie System's Pennsylvania Division Superintendent. By 1982, there were 22 examples of these ex-BR&P cabooses in existence. Upon arrival at our museum, several volunteers helped support the replacement of siding and rebuilding of several wooden parts. These members included Paul Armstrong, George Bauerschmidt, Jeff Baxter, Curt Boyer, Jim Deane, Janet Dittmer, Pete Gores, Lynn Heintz, Bob Hoffman, Doug Hooper, Don Hosenfeld, John Kernan, Bill Limburg, Dave Luca, Bill Mitchell, Jim and Scott Moore, Ralph Mosher, Al Oakley, Dick Tickner, and Rand Warner.

Our wooden caboose was the subject of renewed interest as the calendar rolled over to 2000. The BR&P 280 will be restored to its original as-built appearance. Starting after the car was brought into the Restoration Building, the south end roof



TOP: Our B&O C2631 upon arrival at Industry in the 1970s (notice the station sign says OATKA). **COLLECTION OF ROCHESTER CHAPTER NRHS** **ABOVE:** Dave Luca and Ralph Mosher made good progress on siding replacement in the mid-1980s. **PHOTO BY MATT CONRAD, COLLECTION ROCHESTER CHAPTER NRHS**

has been totally replaced with plans to replace the tongue and groove boards on the cupola and north end roof. The tongue and groove siding on the west side has also been completely replaced. Inside, Chris Hauf has faced all of the plywood cabinets with tongue and groove siding to give the appearance of the original cabinets since the current plywood frames are in very good shape and installed in the proper configuration. Missing bunks and other inside items will be replicated. There are many people that have helped in this next phase of the work including Dave Luca, Chris Hauf, Dale Hartnett, Jeremy Tuke, Jeff Carpenter, Tom Tucker, Bill Limburg, Bob Miner, and many more. There is lots more

work to be done and new hands are always welcome. Please see Project Managers, Dave Luca or Chris Hauf, if you would land to lend a hand.

AT A GLANCE

Builder: Standard Steel Car

Built: October 1923

Road/Number: BR&P 280

Class: I-10 (B&O 1932)

Weight: 39,400 lbs.

Acquired: 1979



FROM THE ARCHIVES... In the spring of 1996, we find the R&GVRRM's Eastman Kodak Company #6 shoving the repainted Erie C254 up the hill toward the NYMT just north of the Loop Switch with a special trip; possibly for the local NMRA. The view here has changed a bit in twelve years with the addition of the electric overhead for the trolleys. PHOTO BY CHRIS HAUF

Bring a friend to our summer Meetings

During July and August, the Rochester Chapter's general membership meetings are held at the Rochester & Genesee Valley Railroad Museum. Starting around 6:00 PM, the museum will be open and the meetings always feature a variety of operations around the R&GVRRM and possibly even the NYMT. Along with our locomotive-hauled trains, we hope to have some other special events including night photo sessions which we hope to feature for both the July and August meetings.

As is true with all of our meetings, guests and visitors are ALWAYS welcome so please treat the meetings as open houses. Have a friend that might be interested in joining us? Bring them out, show them around and let them take a ride. Have a colleague who might be able to help us with donated goods and services? This is a great time to introduce them to our museum and what we are all about. Or just have family you want to share our museum with? Again, a great time to come on out.

So we hope to see you in July and August. Again, the meeting and operations start around 6:00 PM. A short business meeting may be held at some point during the evening. Also please feel free to stop out a little earlier, bring your dinner and eat out on the depot picnic tables. This is another great way to socialize and catch up with your fellow Chapter members!

Come on out to the museum and enjoy the results of our hard work. See what's new since your last visit. Learn what we're planning to do next. Catch up with your friends. Enjoy a summer sunset from the back of one of our restored cabooses. Sit back, and enjoy the ride! You've earned it.

Special night photo shoot during July meeting

For interested photographers, we are planning a night photo shoot at NYMT using their trolleys as part of the events for the July Rochester Chapter meeting. The shoot will begin around 8:30 PM and you will need to drive to the NYMT and park in the visitor lot to participate. We are hoping to do at least two setups as we did in 2006 when we did a similar shoot. In addition to their camera, participants in the photo shoot should bring a tripod, cable release and a small flashlight to aid in walking. We are going to also ask a five dollar donation to the museums' from each photographer to help offset the costs of operating the session. Anyone wishing to just observe can do so for free! Please contact Chris Hauf for more information.

A tale of two Nugents

Our centercab switcher RG&E 1941 was originally purchased by the Livonia, Avon & Lakeville in 1964 to be used as their primary engine until a more suitable replacement could be found. Once the engine arrived on the property, it required some mechanical attention before it could be a dependable unit once again. After many weeks of reconditioning by LA&L General Manager **Reginald Nugent**, the unit was ready for service. However, the unit was sold to Rochester Gas & Electric when a more powerful 44-tonner was acquired from the Vermont Railway. More than forty years later, another Nugent has stepped forward to once again recondition the unit for service! Many thanks to **Joe Nugent** for helping to organize the many tasks during RG&E 1941's recent rebuild.

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Chapter Meeting:

July 17

6:00 PM at Industry Depot

Route 251, Industry

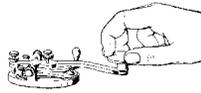
Next Chapter Meeting:

August 21

6:00 PM at Industry Depot

Route 251, Industry

Off the Train Wire



—Compiled by Rand Warner

RIISING FROM THE ASHES: The Mendon Foundation has installed a length of track and a pavillion at both Mendon village and Rochester Junction. Plans are to set up an restored **Lehigh Valley** railroad car for display at both locations along what is now the Lehigh Valley Trail. The Lehigh Valley was folded into Conrail in 1976, and the mainline from Victor west towards Buffalo was removed between 1977-1978.

Not to be outdone, a short length of track has been set up in concrete and a kiosk erected in the heart of downtown Fishers, on the former **New York Central** "Auburn Road." The Auburn Hiking Trail joins the Lehigh Valley Trail just west of Victor at the railroad overpass.

M.O.W. EQUIPMENT: Our Jackson Yard Tamper is sporting new lights and a new exhaust system, thanks to Mike Dow,

Luther Brefo, Jim Johnson and many more. The tamper is getting lots of use. Mike Dow has put more elevation in the curve at the cut along the Hill Block.

TRACK DEPT.: Jeremy Tuke, Luther Brefo, Mike Dow, Dave Luca and many others have been loading up our NYC flatcar with layers of 90-lb. rail (salvaged from the old Rochester Subway), spaced apart on relay ties. There will be room at each end of the car for tie bundles, as well as pallets of tie plates and joint bars. All of this material will be delivered to the work site for our` new siding that will store the excursion train set on the west side of the Livonia, Avon & Lakeville line.

New Track 8 is now three rail-lengths south out of the Restoration Building, and has been put to immediate use. Volunteers ballasted the new extension and are looking to continue progress southward.

BUILDINGS & GROUNDS: The shop area in the southeast corner of the Restoration Building is being reorganized with relocated work benches, tool lockers, and hardware storage. Jim Johnson and his assistants have been upgrading the northeast

corner of the building with a snack area and a communications center.

R.E.A. TRUCK: All the front sheet metal for the old Railway Express Agency truck, collected by Lynn Heintz from sources on the Internet and elsewhere, was put together by Lynn, Bob Mader, and Rand Warner for a trial assembly fit to prove that the pieces will all properly mate up. It certainly does change the truck's appearance for the better!

WATER SERVICE: We have had two contractors in for a quote on drilling a well. In addition to the well, we would possibly need water treatment and storage, and we would definitely need underground piping to reach the depot and the Restoration Building. We plan to get one more well drilling contractor in for a quote before we make our final decision.

THANKS TO: Jan Luca for donating beautiful plants, and Rand Warner for tools.

Visit the Museum on-line:
www.rgvrrm.org