

THE SEMAPHORE

FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

AUGUST 2008
VOL. 50 No. 11

NEXT CHAPTER MEETING:

AUGUST 21

Enjoy Your Railroad!

Our last summer meeting at the Depot!
Bring your friends to Industry to enjoy
a ride on our museum railroad!



Recreating a typical interurban scene from the prewar years, Rochester Chapter member Jeremy Tuke's 1940 Buick Eight waits patiently for ex-Philadelphia & Western 161 to clear the crossing at Gile's. This scene was made possible through years of dedicated hard work of volunteers from both the New York Museum of Transportation and the Rochester & Genesee Valley Railroad Museum. PHOTO BY CHRIS PLAYFORD, LIGHTING BY CHRIS HAUF

IT'S SHOWTIME!

We celebrate our tenth annual Diesel Days this August 23-24

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The Rochester & Genesee Valley Railroad Museum's premier annual event will be held August 23-24 2008, with a "preview" at the Chapter's August membership meeting on Thursday August 21st around 6:00 PM. This will be the **tenth annual** Diesel Days event, showcasing several pieces of our operational equipment. Plans are to operate R&GV 1654 (our ex-Army 80-ton centercab), Army 1843 (our Fairbanks-Morse H12-44 formerly used at the Seneca Army Depot) and Lehigh Valley 211 (our RS-3m "Hammerhead" rebuilt with an EMD prime mover), along with cabooses Erie C254 and the Penn Central transfer caboose 18526. We may also be using one of our NYC *Empire State Express* passenger cars at the transfer point to showcase

progress with the important window replacement program (and provide shelter in case of inclement weather).

This year's operations will be markedly different as our visitors will make the connection from the entrance point at the New York Museum of Transportation to the R&GVRR diesel equipment by electric trolley rather than track cars as in the past. Passengers will board NYMT's ex-P&W trolley 161 for the ride to the transfer point near BOCES Crossing. At that point they will then board R&GVRRM equipment for the ride south to Industry.

We will be needing the volunteer efforts of as many members as can help out, from Train Crew positions for qualified members, to assistance (*continued on page 8*)



www.rochnrhs.org

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EDITOR
Otto M. Vondrak

PRINTING AND MAILING
Gale Smith
Bob Miner

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS



TWO TROLLEYS, NO WAITING. At the NYMT carbarn, ex-P&W 161 and 168 pose for our night photography session held during the July chapter meeting. Did you miss it? You get one more chance! Chris Hauf will organize another night photo session at the August meeting. See details below. PHOTO AND LIGHTING BY CHRIS HAUF

BILLY REID: 1942-2008

It is with great sadness that we report our long-time volunteer and good friend William "Billy" Reid passed away on July 15 after a prolonged hospitalization. Billy was our Track Superintendent for many years, and the namesake of Reid's Crossing on the demonstration railroad. We have pieced together a small tribute on Page 5.

LECTURE AT GEORGE EASTMAN HOUSE

Chapter member Tom Tischer will be giving a rail orientated slide show/lecture at the George Eastman House in Rochester on Thursday evening September 11 at 6:00 pm. The presentation will be the first lecture of the season for the "Wish You Were Here" series which Tom also sponsors. The title of Tom's lecture is "Trains: What We Have and What We Have Lost." The presentation will cover the world, but with emphasis on American trains.

AUGUST CHAPTER MEETING

For interested photographers, we are planning another night photo shoot for the August 21

Chapter meeting after a great session was held during the July meeting. The shoot will begin around 8:30PM, and we will plan to depart from the R&GVRRM by train around 8PM. You will only be able to access the photo shoot sight by riding the train. Our plan is to shoot the R&GVRRM's diesel powered train meeting the NYMT's trolleys at BOCES Crossing as this will be the first Diesel Days where visitors will transfer directly from trolleys to trains! In addition to their camera capable of a bulb setting, 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 equipment for the session. Anyone wishing to just watch can do so for free! You don't have to be a Chapter member to participate.

Everyone is welcome! For questions on the session, please contact Chris Hauf. Some of the pictures from the July session can be seen in this publication and all of the setups can be seen on the museum's website, www.rgvrrm.org

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

PLAN AHEAD: Next Meeting:
September 18
7:00 PM at 40&8 Club



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.

LV 211: A significant amount of activity in July centered upon LV 211 to prepare it for duty during the July Chapter meeting and “Caboose Day” Sunday. Mike Dow and Chris Hauf organized the activity. Mechanical work was performed by Mike Dow, Dave Scheiderich, Dave Luca and Luther Brefo. They adjusted the engine governor, fixed a leak in the main air reservoir valve. Luther crawled under the locomotive and added suspension bearing oil. Dave and Mike took an engine oil sample to send off for analysis. Windshield wipers were replaced and the cab and short hood cleaned out. Chris Hauf buffed up the exterior of the engine to make it shine like new.

RG&E 1941: Work has also continued on the 1941 GE center-cab restoration during the month. Joe Nugent took the lead with help from Ron Amberger, Joel Shaw, Pete Gores, John Stewart and Chris Hauf. All of the windows were removed from the cab to prepare the engine for a new paint job and so that new rubber gaskets could be applied when they are re-installed. Joe and Joel cut and formed new conduits for the emergency fuel cut-off cables. Ron cut diamond plate and Joe welded these pieces in behind the ladders that needed new backing plates with help from John Stewart. Chris Hauf started fabricating temporary work horses to hold parts for sand blasting and painting. Lynn Heinz has donated a steel engine bell to be used in regular service on the engine.

EK 6: Our GE 80-tonner EK 6 remains out of service pending diagnosis.

EK 9: Our ALCO RS-1 has not yet been fired up this season, but may be activated by the time you read this.



WEST SIDING PROGRESS! The R&GVRRM's new LA&L siding switch was installed in July after being built as a panel back in January. Looking north along the LA&L main, we see the museum's CatD7E dozer positioned next to the new switch after having done some rough grading for the first 400 feet of the siding. **ABOVE:** Dan Waterstraat has the controls of one of the museum's Caterpillar road graders as he works the earth north of the new LA&L siding switch to prepare it for installation of the first 400 feet of the siding. **PHOTOS BY CHRIS HAUF**

USA 1843: Our F-M has been running well this season, pressed into various assignments through the spring and summer, including hauling two of our ESE coaches during the June Chapter Meeting.

R&GV 1654: Our ex-Army center-cab

switcher has been activated several times this season for chores around the museum.

—Ron Amberger

TRACK CAR OPERATIONS

The track cars are back in good running order thanks to the efforts of Bob Mader,



MUSEUM NEWS CONTINUED



The first of our excursion set coaches has entered our Restoration Building. The goal is to cycle each one of our coaches through the shop and give them some needed attention. Having the coaches on-site at the museum has been a tremendous help. PHOTO BY DAVID SCHEIDERICH

Bob Miner and others. Ted Strang from NYMT has converted TC-1 to 12 volt operation. Its generator had failed with a burned out winding, which in turn caused the bearings to freeze. A replacement 6-volt generator costs as much as a 12 volt generator plus new fuel pump, voltage regulator, etc. The decision was made to upgrade TC-1. In the meantime, TC-2 took over its responsibilities.

Because of the efforts of our trolley electrification crew working 8 hour plus days, a considerable amount of new wire has been installed. Rail bonding (to allow for electrical conductivity across joints) is being done and the trolley is now able to operate to Boces Crossing. The track cars will not operate on Diesel Days. Instead the trolley will make the run from NYMT to the transfer point near Boces Crossing.

This decision has many merits. First, the track cars are old and not mechanically reliable as we would like them to be. One failure can totally disrupt operations. Secondly, they have a smaller passenger

carrying capacity than the trolleys. Third, the trolleys add a dimension of excitement to our already popular event. Increased interest from the trolleys will allow both our museums to continue in their missions.

We are seeking track car operators to help finish out the summer season. Jay Consadine and Al Emens are scheduled for August 31. A third operator just to give them a break from 12 to 3 would be welcome. The remaining Sundays in September and October have numerous opportunities available. Please remember that this may be the last year for Sunday track car operations as we know them. Do not pass up what might very well be your last chance to operate. Please call Harold Russell at 585-427-9159 or e-mail at haroldrussell@juno.com.

—Harold Russell

TRACK DEPARTMENT

Progress on the Western Siding (west side of the LA&L mainline, opposite our museum) that will hold our excursion trainset

continued through July and early August. The LA&L track crew installed our 132RE No. 10 switch, which was assembled earlier as a panel. Siding construction has begun, with more than 90 feet of track beyond the fouling point completed by early August. From where we left off we have installed a half panel of 110RE. Beyond the 110, we have installed two (soon to be three) full panels of 90AS. Thanks to Dan Waterstaat, Scott Gleason, Dave Luca, Dave Chapus, Dave Scheiderich, Chris Hauf, Rand Warner, and Rick Israelson. Vehicles and machinery used in the process to date include but are not limited to the Army Chevy 5/4 Ton Pickups (RGVRRM 1), the "President's Vehicle" Ford Ranger (RGVRRM 1/2), the "Hi-Green Machine" (Army flatbed truck restored by Mr. Dan Waterstaat), the Ford Forklift, the Trojan Loader, Cat D7E, Cat RoadGrader, and our ex-Kodak Park Rail Drill (powered by Briggs-Stratton).

Up above, Switch 6 is seeing more attention. Mike Dow, (Continued on page 6)



William "Billy" Reid

WILLIAM "BILLY" REID died July 15, 2008 at Strong Memorial Hospital following an extended illness. He was born in Albion in 1942, to William and Agnes Reid. Bill was a railroad man most of his life having recently retired from Genesee Valley Transportation, formerly working for Conrail and NYSDOT Highway Dept. He volunteered at the Rochester Genesee & Valley Railroad Museum as our Track Superintendent for many years, and is the namesake for "Reid's Crossing" on our demonstration railroad. Billy was also an active volunteer at the New York Museum of Transportation.

A familiar sight around the museum with his ever-present Swisher Sweet cigar, nearly everyone at the museum has a story to share about Bill. He was a very dedicated and resourceful member of our group, committed to our shared success. Billy personally spread the 56 loads of ballast brought in to NYMT by the Army

Engineers when we were constructing the railroad at that end. He also installed all the culverts on our main line, before track was built, using only a loader. Bill graded most of our main line right of way using a borrowed road grader and our own Rome road grader. As Track Superintendent for the R&GVRRM, he was involved in arranging several donations of track material, as well as the transportation for it. "He sure was a one-of-a-kind, self-made man, and we all miss seeing him around the property," said Rand Warner, Museum Manager during the height of Bill Reid's volunteer activity.

Bill Reid leaves behind family, including 12 grandchildren; four great-grandchildren, many friends, railroad buddies, as well as his fellow brothers and sisters of the Albion Fire Department in which he served for more than 50 years.

—Otto Vondrak, Charles MonteVerde, and Rand Warner

TOP, TOP RIGHT: Billy Reid gives a short speech, during the unofficial Golden Spike ceremony held by the team of R&GVRRM & NYMT volunteers that had just completed the joint museum demonstration railroad that day. Billy was the R&GVRRM's Track Superintendent for many years and Reid's Crossing along our railroad is named in his honor. **MIDDLE:** Billy Reid operates one of the R&GVRRM's front loaders during the final stages of the construction of the demonstration railroad between the R&GVRRM and NYMT. Billy seemed to almost always have his trademark Swisher cigar in his mouth. This image was no exception. **PHOTOS BY CHRIS HAUF**
ABOVE: Billy at work on the Genesee Valley Transportation lines. Bill retired from GVT after a long career with NYSDOT and Conrail. **PHOTO BY CHARLES MONTE VERDE**



Our “Hammerhead” Alco RS-3m rounds the bend southbound at Scanlon’s Curve during a photo runby at our July Chapter Meeting. Notice the trolley poles in the background, signs of progress by the NYMT electrification crew. **ABOVE:** As the skies grow draker, the lighting effects on LV 211 become more apparent. The distinct numberboards were replaced and restored by museum volunteer Neil Bellinger in 1990. **BOTTOM RIGHT:** Vintage kerosene marker lamps on the Erie caboose add ambiance during an evening run at the museum. **PHOTOS BY CHRIS PLAYFORD**

(From page 4) with the use of our Tamper has brought up the west rail on the switch to a positive elevation. The tamper is back at the shops for some maintenance. Because this project needs to be completed before Diesel Days, Mike Roque and Jessica Stallone have lead a team of volunteers in working the remainder of the switch by hand with the use of R&GV 1654 as an air compressor, air-powered hand tampers, and track jacks. Someday in the future this switch will be rebuilt north of its current location to alleviate many of the elevation issues it is now plagued with. Thanks also to Dave Luca, Rand Warner, and others.

Anyone can help with track! Lend a hand some time, you’ll be amazed at what you can do with a few simple machines in a couple of hours. We’ll teach you everything you need to know.

—Luther Brefo



THANK YOU...

- Rand Warner for donations of assorted tools and supplies.
- Ray Howard for donation of a handcart.
- Lynn Heintz and others for donation of large pallets.
- Lynn’s neighbor for the donation of a 2-wheeled baggage cart.
- Jeremy Tuke for donation of Round Up herbicide concentrate.



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM NEWS

VISIT OUR WEB SITE: WWW.RGVRRM.ORG



TOP: Is this the photo line for a hot mainline steam excursion? Nope, it's Chapter members enjoying a specially orchestrated photo run-by with LV 211 as part of the entertainment during the July Chapter Meeting. The location is near Scanlon's Curve. ABOVE: At first glance, it could be railfans riding the last late-night run of a fallen interurban in the 1960s, instead it's one of NYMT's trolley cars bringing participants of the night shoot down to Gile's Crossing, coordinated by Chris Hauf for the July Chapter Meeting at the museum. PHOTOS BY CHRIS PLAYFORD

RIGHT: Chapter member Ryan Kane is now living in the Syracuse area, and has been volunteering as a summer car host on the Adirondack Scenic Railroad. All his years of volunteering at our museum have paid off! Don't worry, he'll be at Diesel Days. PHOTO SUPPLIED BY RYAN KANE



WANTED

- Blue Flags
- No. 3A crushed stone ballast for new 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 610
- Socket sets - 3/8", 1/2" and 3/4" drive
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail
- Working tractor backhoe
- Ballast hopper car

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:
Diesel Days
Aug. 23-24

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



LOOK AHEAD... LOOK SOUTH... Remember the old Southern Railway advertising slogan? The R&GVRRM Operations Department was “looking ahead” by helping two Chapter members complete their training this summer. **ABOVE:** During hands-on training for engineers, Fireman Ron Amberger operates the museum's former Lehigh Valley RS-3m 211. **BELOW:** Completing his hands-on training for conductors, Brakeman Rick Israelson poses in front of his train, also led by the 211. If you are interested in learning more about operations, contact Mike Dow or Mike Roque. PHOTOS BY MIKE ROQUE

SHOWTIME

(continued from page 1) as Depot Guides, Car Hosts, concession and transfer point positions. Please consider helping out with this fun and busy event this year as we again showcase our wonderful museum and the operating equipment we have available. Please contact Jeremy Tuke (jnm2k@frontiernet.net) if you are available to volunteer so that we may plan accordingly. We are planning to have special commemorative yellow t-shirts available for volunteers to wear during the event (watch for announcements as we get closer to the event). Not only are they a great collectible, these T-shirts help identify museum volunteers instantly, so our visitors know who to turn to for assistance. If you have a T-shirt from a previous Diesel Days event, you may wear that as well.

Diesel Days is our most popular event where we get to show off for the public all of our hard work from the past year. With your help, we can make it a success!

—Jeremy Tuke





STRAIGHT FROM THE TOP

National Railway Historical Society News

NRHS Grant Awarded for Local Caboose Restoration

The Niagara Frontier Chapter was awarded \$3,000 as part of the NRHS Railway Heritage Grants Program. This money will go towards the replacement of 22 windows, and the cosmetic restoration of two historic cabooses in their collection. Conrail 21005 is former New York Central caboose built at Despatch Shops (East Rochester) in 1963. It passed to Penn Central and eventually Conrail as class N-7B, retaining its original number. The caboose may be restored as Conrail or NYC. Erie C-348 is a riveted steel bay window caboose built at Dunmore Shops in 1953. In 1976, the caboose was sold to Delaware & Hudson, becoming their 35805. The caboose was acquired from Guilford in the mid-1980s when the car was based in Oneonta. Congratulations to the Niagara Frontier Chapter!



NRHS Publications Update

National continues to get their house in order and try to recover from years of disarray and confusion. You may have noticed an increased delivery of back issues of the NRHS *Bulletin*. Various contractors have been working with the NRHS to produce the late issues and get them out to the membership. Currently, the Fall 2007 *Bulletin* should already be in the mail by

the time you read this. Work has already begin on producing four *Bulletins* for the 2008 year. Once complete, the NRHS *Bulletin* will be completely caught up, and the normal publication schedule will resume for 2009. Congratulations are in order to National and the *Bulletin* staff for their dedication to make good, rather than abandon the project and alienate the loyal membership.

The 2007 *Activities Annual Yearbook* should be mailed out during October. A vacancy has opened up for the position of Yearbook editor, with no volunteers to fill it as of this writing. Participation from the Chapters appears to be down, with less than 75% submitting activities reports. Hopefully these numbers will increase when our publications return to a normal schedule and faith is restored in the system. There was no date announced for the production and mailing of the 2008 *Activities Annual*.

NRHS Membership Renewals

Recognizing they need help with administrative tasks, National has taken steps to move many of the Society's membership functions to Fernley & Fernley, a Philadelphia company that specializes in providing management services for non-profit organizations. Many Chapters have complained about this year's membership renewal process, which was supposed to streamline data collection and processing. The plan developed by Fernley & Fernley was to have each chapter fill out a pre-formatted spreadsheet and e-mail it back to the home office. Numerous glitches arose with some Chapters modifying the spreadsheets, e-mails seemingly disappearing and lost, and other conflicts and miscommunications beyond explanation.

As with any new process, there was much to learn and National is working with Fernley & Fernley to identify the issues and make changes. National is also

working with Chapters that have not yet processed their renewals. Everyone involved is working hard to make sure the next renewal process goes smoothly. In the long run, working with Fernley & Fernley will free National to advance the goals of the Society, without being bogged down by administrative work.

NRHS Conventions Update



The North Texas Chapter was our host for the 2008 Lone Star Rails convention held in and around the Dallas-Fort Worth metropolitan area. The June convention was well-attended, and provided a variety of interesting excursions and tours. From the latest Amtrak and DART commuter trains to vintage trolleys and steam operations, there was something for everyone. Reactions have been largely positive, and the North Texas Chapter should be congratulated for a job well done.

Unfortunately, the group proposing to host the 2009 convention in Orlando, Florida retracted their bid. Fortunately, National has stepped up to the plate and will be sponsoring the next convention in Duluth, Minnesota. The 2009 Convention will be held August 10-16, and the program is still being put together as of this writing. Minnesota is home to the famous Copper Range, well-known for iron ore mining and rugged scenery. While nothing has been finalized, one can assume that steam engines like Milwaukee 261 and Soo Line 1003 will be involved. Closer to home, preparations continue for the proposed 2010 convention in Scranton, Pa., hosted by the Lackawanna & Wyoming Valley Chapter. While no details have been released at this time, it's a safe bet that the local railroads and Steamtown NHS will play a part in convention activities.

—Compiled by Otto M. Vondrak



SNOW SURVIVOR WAG X-3710

Our snow plow was built by Russel in 1921 for the Boston & Maine railroad. In 1960, it was sold to the Wellsville, Addison & Galeton, a shortline comprised of former B&O branchlines in New York and Pennsylvania. After the WAG shut down in 1979, snow plow X-3710 was sold to a private individual who repainted it into a version of B&M decoration. The plow was purchased in 1997 and donated to the R&GV in 1999. After careful evaluation, a slow and steady restoration process was started, led by the Marks family.

Before the rains of 40 days and 40 nights came to us (or what seems like it), restoration work was performed again on the WAG plow. During the months of May, June, and part of July significant sanding and priming occurred as well as window frame replacements. The back west half of the plow was completely primed (with the exception of the first top board, wood replacement work is still needed before painting) and parts of the back end were sanded and primed as well. Hardware on the rear, including a steel corner brace and the uncoupling lever were removed to gain better access to the wood with a sander. Both of the two window frames on the east side have also been replaced with new wood, primed, and caulked.

A problem that has been an issue all throughout the removal of the old paint is being able to remove it efficiently. That issue was just resolved last month. I must say that 60-grit sandpaper on a high powered sander is just what is needed for removing old paint... from anything! This makes for extremely fast sanding, allowing for more surface area to be covered and primed in shorter amounts of time.

Future work will include completely replacing the east side door as it has deteriorated beyond repair, replacing more window frames, patching holes in the original wood on the back end, more wood replacement in other areas, and maybe even installing a brand new roof – and of



HOW NOW BROWN PLOW? Decorated as Boston & Maine X-3215, our former WAG plow is shoved up the hill by our FM switcher in 1997. ABOVE: Jesse and his dad Charlie Marks have been hard at work stripping and priming the wood surfaces of the plow in anticipation of a full cosmetic restoration. Most of the work has been performed outside, as seen in this July 2008 photo. The mechanical systems have been tested, including the air pistons that control the plow wings. PHOTOS BY CHRIS HAUF

course more sanding and priming.

Earlier this year, Chris Hauf submitted a grant application to the Amherst Railway Society in hopes of receiving a grant worth \$650 to be spent on a new membrane roof for the plow. A few weeks ago word was received that the application was successful and the above amount would now be added to the WAG Restoration Fund. This is a significant boost to our restoration needs. Thanks to Chris for his efforts.

Although the grant money is a very important part of the restoration progress, your continued donations are just as important. Your donations will help fund all sorts of materials purchased in the future, including heavy lumber that will be

needed to rebuilding the actual plow section. Thanks to all for your continued interest and donations!

—Jesse Marks

Visit www.wagplow.org for more info!

AT A GLANCE

Builder: Russel Snow Plow Co.

Built: 1921

Road/Number: X-3710

(ex-B&M, sold to WAG 1960)

Weight: 80,000 lbs. (estimated)

Acquired: 1997, donated 1999



BURRO CRANE

Luca, Rand Warner, Bob Mader, and several others have performed extensive work on the crane. It has received much attention, but needs a little more to be ready to go to work on the museum's demonstration railroad. With our new upper yard and connected track, moving it out is now a reality! Rand Warner is leading the new team to complete the work so please contact him if you would like to lend a hand. To take a look back, here we see the Burro Model 40 in 1997 heading north up the museum mainline. Once reactivated, the crane itself will be self-propelled. You will note the absence of the restoration building in the background as it was not yet constructed! PHOTO BY CHRIS HAUF

HEY, REMEMBER OUR BURRO CRANE? Many people may not realize that the Chapter rosters a Burro Model 40 railroad crane. The Burro has resided in the restoration building for nearly ten years, the subject of extensive work by many dedicated volunteers. The Burro Crane was donated by Vitale Bros. Contracting in Piffard, NY. It came to them from the Foster-Wheeler plant in Dansville. The crane was transported to the museum by truck and was unloaded on a rail jig made up by George Knab. Richard Bean did considerable work on the unit as project leader. Among the tasks completed, a Detroit Diesel 453 engine was installed about eight years ago. John Redden installed a new air pipe line from one end to the other to allow pass-through so it can be moved as part of a train. The boom which Bernie Cubit and Richard Bean painted is in the lower yard and ready to go. Chris Hauf, Norm Shaddick, Rand Warner, Art Mummery, Dave

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

As I write this short column, we have just completed one of our first events of the summer, Caboose Day. This newly established event helps us warm up and work out kinks in operations and equipment so we can better prepare for the "main event..." DIESEL DAYS! Yes, by the time you read this, countless many volunteers have spent untold months getting our museum ready for our most popular public event.

I've said it before, but it bears repeating. We only get one chance to make a good first impression. Police the museum grounds for trash and litter. Can you come out and help us

organize our spare materials? Maybe spend an hour and help us clean and polish? If you can't spare an hour before the event, can we count on you to lend a hand during Diesel Days weekend? August 23 and 24 is our time to shine, and with more people opting for activities close to home, we have to do everything in our power to make everyone's visit worthwhile. We'll need folks to help as car hosts, gift shop sales, train operations, tour guides and more. Just let us know you are available, we'll give you a chance to help!

—Otto M. Vondrak,
Semaphore Editor



—p.s. Busy summer down here. We still have cab units on Metro-North. This FL9 was sent to rescue this leased GE P40 back in July. I'll see you all at Diesel Days! -omv

PHOTO BY OTTO M. VONDRACK

EDITORIAL SUBMISSIONS: Any materials related to the activities of the Rochester Chapter, the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at ovondrak@yahoo.com or call (585) 820-2341.

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Chapter Meeting:

August 21

6:00 PM at Industry Depot

Route 251, Industry

Next Chapter Meeting:

September 18

7:00 PM at The 40&8 Club

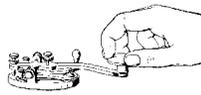
933 University Ave., Rochester

Annual Chapter Picnic:

September 6

Industry Depot

Off the Train Wire



—Compiled by Rand Warner

EXCURSION TRAIN SET: The long-awaited dream of working on our Empire State Express cars at our museum location started just a few months ago and has already yielded miraculous results. Many windows have been replaced for the first time in many years. Now the next phase of the dream is complete as we have placed the first coach into the Restoration Building. The plan is to work on each car, one at a time, and address issues that need attention or repair. The first car went into the shop on July 26. Completion of the Upper Yard helped make this possible.

NYMT ELECTRIFICATION: Overhead wire, brackets, downguys, backbones and pulloffs have been installed all the way south to the NYMT-NRHS property line. Conductive rail bonds have been completed about 2/3 of the way down from the

BOCES Crossing to Reid's Crossing. NYMT trolleys have been operated to the limit of the rail bonds during the week of July 21, following installation of pulloffs and backbones to support the overhead wire. The NYMT now has a lengthened ride through beautiful rural scenery that will only get better as time permits to allow further extensions.

MILK CANS : Lynn Heintz is painting all our old rusty milk cans. These cans are suitable for display in our Erie milk car, the DL&W baggage car, and even the NYMT trolleys. They would also look good properly displayed around our Erie depot, around our freight section or on our baggage cars. These cans were always properly painted and kept clean, as they carried food products to market.

TIME TO MOVE? With all of the increased train and trolley operations coming into play on our demonstration railroad, now is the time to consider relocating our Rochester, Lockport & Buffalo trolley waiting room and our New York Central crossing watchman's shanty. In an appropriate location, these two structures would

do much to help tell the story of railroad-ing's past. Explaining the functions of the crossing shanty and the waiting room would be much easier if they were put to work alongside our railroad.

BURRO CRANE: We are currently assembling a team to finish up our Burro Model 40 locomotive crane. Many volunteers performed countless hours of work to refurbish this unit, and a modest amount of work remains to get this unit out of the shop and into active service.

SCHRAM COMPRESSOR: This little gas-line powered air compressor is really paying off. It supports a jackhammer for spiking or tamping or breaking up concrete. It is also fairly small, light and portable. Easily placed onto a push cart, it has quickly become an indispensable part of our work sessions. Bob Mader, Rand Warner and Dave Luca have been providing the necessary tune-ups to keep the unit in working order.

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