

NEXT CHAPTER MEETING:
February 19
PM 1225 Steam Photo Charter
 Presented by Irene Szabo
 Slide show featuring two photo charters
 with the PM 1225, plus Sand Patch,
 Cass Shays, E8's in Altoona and more!



LET IT SNOW: Our former military 80-ton centercab descends the HILL block with restored Erie caboose C-254 during our Chapter Year-End Party in January. Many members contributed to make this operation possible for everyone to enjoy. Our railroad is a four-season operation! While we may not be as active outdoors, there's still plenty of work going on behind the scenes to get ready for our next operating season. PHOTO BY CHRIS HAUF

The railroad in winter

INSIDE

Train Bulletin	2
Museum News	3
Newark & Marion	5
B&O Baggage Car	6
NYC Convention	6
R&GV Operations	7
Off the Train Wire.	8

While the temperature may dip and the snow may fall, the railroad does not go into hibernation. While some of our activities may move indoors, there's still plenty of work to be done. With the potential for increased train operations in 2009, the Operations Department needs more qualified train crews to meet its obligations. If you ever wanted to get involved in train operations, now is your chance! Training classes will take place in the winter and spring to prepare for the coming season.

We're also working on our displays in Industry Yard. Haven't been down to the depot in a while? You'll be surprised to find that Tracks 1 and 2 have been vacated and removed. Our Pennsy Pullman "Pine Falls" has been relocated to the Upper

Yard while the B&O baggage car has been moved to the new siding on the west side of the LA&L mainline. This will make our yard appear less claustrophobic and offer new opportunities for development. Mike Dow has been leading a small army of volunteers to recondition the interlocking machine salvaged from Niobe more than 20 years ago. Currently assembled in our ex-Pennsy RPO, there are plans to relocate the car to Industry Yard and open it to visitors. Two new locomotives were delivered to us in December, and they will need attention and evaluation for the coming operating season.

Come on out to the museum this winter! We'll keep the depot agent's office warm.

—Otto M. Vondrak, Editor



www.rochnrhs.org

CHAPTER OFFICERS

PRESIDENT
Dave Luca

VICE PRESIDENT
Robert Achilles

TREASURER
Don Wawrzyniak

RECORDING SECRETARY
Joe Nugent

CORRESPONDING SEC'Y
Dave Scheiderich

NATIONAL DIRECTOR
Bob Miner

TRUSTEES
Ron Amberger
Luther Bredo
Mike Dow
Harold Russell
Joel Shaw
John Stewart



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

Volume 51, No. 5

EDITOR
Otto M. Vondrak

PRINTING AND MAILING
Gale Smith
Bob Miner

©2009 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 \$12.00 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

UPCOMING CHAPTER PROGRAMS

We have many interesting and varied programs scheduled throughout the year as part of our monthly membership meetings. If you are interested in giving a presentation on any railroad subject at an upcoming chapter meeting, please contact Harold at haroldrussell@juno.com.

February 19, 2009 - "PM 1225 Steam Freight Photo Charter" presented by Irene Szabo. Slide show featuring two photo charters with the Pere Marquette 1225, plus action on Sand Patch, Cass Scenic Railway, Pennsy E8's in Altoona and more!

March 19, 2009 - "Rochester's Street Cars by Charlie Lowe." Bring your streetcar-related photos, artifacts and models to share with our members!

April 16, 2009 - "The Dansville & Mount Morris Railroad" by Douglas Morgan.

May 21, 2009 - Members' Slide Night and Chapter Elections. Everybody is Welcome! Please bring your edited slide show (in a carousel, no loose slides please) or digital show (on CD-ROM or flash drive) ready to present.

June, July and August, 2009 - Join us at the Rochester & Genesee Valley Railroad Museum for our monthly meetings! Take this opportunity to enjoy a ride on our museum demonstration railroad and see the results of our hard work! As always, bring a friend and encourage them to attend!

2009 CHAPTER CALENDAR

Continuing in our tradition, the Chapter has produced, albeit a little late, a very nice full color 12-month, 12 page calendar for the R&GVRRM and the NYMT. Featuring night photographs shot around the museums over the past 20 years, "The Museums... After Dark..." calendar is printed in full color on heavy glossy 8.5"x11" stock. All of the calendars are spiral bound. The calendar is now available for sale at the NYMT gift shop, via mail order on our Chapter's PayPal store located at <http://www.rochnrhs.org/store/>

A preview of all of the individual images is also available. Calendars are \$10.00 each with \$3.00 S&H. Calendars are in stock and will be mailed First Class. All of the proceeds for calendars sold by the Chapter go to benefit the our organization and the Rochester & Genesee Valley Railroad Museum. We have a limited supply of the calendars and thanks need to go out to Chapter member Rich Carling for helping us with the printing. Please take a look and buy one today! At the December Chapter meeting, they were going fast with many positive reviews. Also please let others who may be interested know of their availability. We may also have some at the January Chapter meeting.

—Chris Hauf

CHAPTER LIBRARY REPORT

The library has been relocated to a space leased to us by the American Legion, at the 40 & 8 Club on University Avenue, where we meet once a month. The library will be open during the next chapter meeting starting at 6:30 for one hour before the regular meeting, and again during the intermission. If anyone would like to help out with the Library Committee, please contact Library Chairman Bob Fleck at Rcfleck@rochester.rr.com.

MEMBERSHIP REPORT

The following members will get their 25 year pins at the February Membership Meeting:

Michael M. Byrne
Stephen T. Huse
Glenn L. Richard
Barbara S.Wagner
Frederick T. Wagner

Douglas Clapp and Family (Doug, Linda, Henry, and David) have joined the Rochester chapter. Doug has interests in rolling stock preservation, trips, publications/historical research, and museum operations/track car driver. Special talents include writing, public relations, photography, and video.

Visit the Chapter on-line:
www.rochnrhs.org

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$54.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
March 19
7:00 PM at 40&8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGER

Dave Luca

(585) 288-0318 daveluca@frontiernet.net

with assistance from
Jeremy Tuke and Rand Warner

MOTIVE POWER DEPT.

EK 6: The oil change on Eastman Kodak #6 will resume in the warmer weather. In the meantime, the old oil has been drained and all of the crankcase oil filters have been replaced. The oil bath air cleaners were also cleaned out to insure a clean supply of intake air.

R&GE 1941: Joe Nugent created a CAD drawing for the lower exhaust bowl plates that are located beneath the mufflers on Rochester Gas & Electric #1941. Mike Walsh used the drawing to fabricate these plates. Mike also welded the plates to the cylindrical steel tubes that form the walls of the exhaust bowls. The new exhaust bowls will be welded into the cowls in the near future. Both Chris Hauf and Joe Nugent were able to locate official General Electric 45-tonner maintenance manuals for future reference.

R&GE 8: Chris Hauf set up a generator and a battery charger to charge the batteries on our GE 110-tonner, Rochester Gas & Electric #8. Battery charging is presently a difficult task, as the locomotive is not located near a ready power source. Many thanks to Chris for battling the cold to accomplish this task!

LV 211: An official EMD 567B maintenance manual was acquired for reference. This will help us maintain the EMD prime mover inside the Alco carbody of 211.

USA 1843: Luther Brefo and Ron Amberger removed the independent brake so it could be sent out for a rebuild. Bob Mader is working on a crate so we can ship it out without damage. An official set of Fairbanks-Morse maintenance manuals were acquired for reference (The shopping at Springfield was good this year).



For the first time in more than 25 years, Tracks 1 and 2 at Industry have been vacated. This view is from the top of the steps that once led into the Tool Car (B&O 633). The Tool Car was moved in December and the "Pine Falls" was relocated to the Upper Yard this past summer. PHOTO BY C. HAUF

R&GV 1654: Rochester & Genesee Valley Railroad Museum #1654 was recently used to haul passengers at the Chapter Year End Party held in January. Many tasks needed to be carried out in order to start this locomotive on such a cold winters day. Jim Johnson placed the engine block heaters on a timer so that the engines would begin to warm up the night before the event. Dave Scheiderich and John Sommer tended to the diesel fuel. Chris Hauf created magnetic vent covers to better enclose the cowls on 1654, thus keeping in the engine heat. The rails were slippery on this day, and it took a crew of people to clear snow and sand the rail heads. Thanks to all who helped make the trips a success!

EK 9: Jim Johnson and Dave Scheiderich placed our Alco RS-1 Eastman Kodak #9 on a battery charger, while Chris Hauf tended to the battery water.

R&GE 1950: Covers were placed over the exhaust stacks on our other GE 45-tonner, Rochester Gas & Electric #1950 ("Old Yellow") in order to keep out snow and other debris.

BNY 12: Mike Walsh created CAD drawings of the boiler on Brooklyn Navy Yard

12. The reformation of a "Steam Team" will allow for the continuation of work this spring! Please contact Ron Amberger if you are interested in participating!

Don't forget that we hold our motive power meetings on the first Saturday every month, 12 noon at Industry Depot. We hope to see you there!

—Joe Nugent
Motive Power Superintendent

TRACK CAR OPERATIONS

Yes, Virginia we will be running our track cars again this year. For those of you who have yet to do this, we will welcome you to join our elite cadre of forty experienced operators. Stay tuned for the times and dates of training classes.

For our veteran operators I offer the following: "Life is change," and there will be some changes from the way we have been operating past years. Charlie Lowe and his crew have extended the trolley overhead so that our visitors can get a longer and more meaningful ride. While still based at NYMT, the track cars make their inspection run to Industry and will operate from there every half-hour to meet the trolley at the new Midway station. A new trackside platform has been constructed to help the passengers getting on and off the trolley.



The track car operator will assist the passengers to and from the track cars and make sure they use the designated crossing. At the end of the day, the track cars will return to storage at NYMT.

The 2009 track car season will start on May 17 and end November 1. The track cars will not operate every Sunday. Instead, the Chapter's diesel powered trains will be used instead. Out of the twenty-five Sundays available, the track cars will operate sixteen of them. For school groups on week days when the trolley is not operating, track car operations will be much the same as we are familiar—shuttling back and forth from NYMT to Industry.

Track car training will be scheduled in April and possibly May. The dates and location will be published later. Hopefully the classroom and the required hands-on training will be scheduled on the same day so that you can accomplish your training in one trip. The test will be a little different from the past being multiple choice.

—Harold Russell
Track Car Operations

NYC WOOD CABOOSE UPDATE

After last month's article on the history of our wooden NYC caboose (see January 2009 issue of THE SEMAPHORE) we have progress to report on getting the car back into active service. Many people have said they miss having this caboose available, and with the coal stove it was a nice caboose for the winter camping that was done in the past.

Work on the caboose began about three years ago as a roofing project. The old roof was totally shot and was leaking water everywhere. Due to limited funds we decided to apply a rolled roofing material. This type of roofing is low cost but also a relative short life, only 7-8 years. The roof deck in front of the cupola was in decent shape and we were able to apply the roofing with minimal repairs. However there are spots that are spongy and eventually we will need to do significant deck repair before applying a long term roof.

The cupola was a different story. The roof overlapped trim which was rotted, which held in windows which were rotted, which sat on sills that were rotted... Well



FAIRMONT REPRISÉ: Our track cars will once again operate for the 2009 season, albeit on a reduced schedule. Watch for announcements for training and testing dates. PHOTO BY CHRIS HAUF

you probably get the idea. To date, the four end windows have been totally rebuilt along with the bottom of the sliding windows. All sills have been replaced and even a 2" beam on the east side had to be replaced. The wood dimensions were a significant challenge as there is a thickness different between the old wood and today's modern lumber so much of the wood has to be cut from 5/4 deck boards and planed to the correct thickness. The trim was completely replaced and the roof completed. The decking on the back side of the cupola was bad, including the arch on the end of the car and all have been replaced. At this time the cupola roof is now complete.

There are a number of other issues with the car which are now being addressed. In the downstairs section, three of the six windows have rotted badly along with the trim around them, and were allowing water to enter. We have the replacements sitting in our shop at home waiting for warmer weather to install. Another issue we're looking at is a corner post that is too rotted to save. It's going to be a bit more challenging to replace. The remaining rotted wood is located in the timbers at each end of the car. They are totally rotted through and must be replaced. Unfortunately the steps on each corner fasten to the end timbers so entering the car is a bit tricky and hazardous. We're expecting to get them

replaced this summer.

After the wood work is complete, all that is left is painting and finishing. The inside needs painting and eventually needs some plywood replacement after a few years of water getting on it. For now a paint job will help. The outside needs to be stripped and repainted. It's funny how the existing paint needs 36-grit sand paper to remove, but it left alone nature removes it quite easily.

As of this writing we can't say for sure the car will be back in action in 2009 but should be back in service by 2010 for sure. Jesse and I have been sharing time between the NYC caboose and the WAG snow plow (which suffers from similar condition) and it limits what we get completed on each. If anyone would like to help with the paint then completing the project could happen this year. I'm looking forward to another ride in our caboose in the near future!

—Charlie and Jesse Marks

EMPIRE STATE EXPRESS COACHES

Rehab work on the former New York Central "Empire State Express" passenger cars continues with our team working Saturdays and Tuesdays, usually starting about 9:30 AM, both days. The regulars are Don Wawrzyniak, Bill Blaesi, Dale Hartnett and Dave Peet. Dale and Bob Achilles are attacking the steam heating pipes in Car 1. This will simplify repairing

LOCAL LINES: The Newark & Marion Railroad

The Newark & Marion Railroad was organized on May 4, 1900 by local interests and construction was started on November 13, 1901. It was July 1905 before the line was graded and the rail was laid for six miles. December 14 was a great day in Marion as the road was completed and a rejoicing crowd turned out to see the first train. A year later service was extended to downtown Newark's depot on the Northern Central, a predecessor of the Pennsylvania Railroad Elmira Branch.

The passenger service was a boon to the citizens of Marion and at first round trips were made three times a day, stopping along the way to pick up and drop off passengers and freight. The passenger car was usually located next to the tender with a string of freight cars following. Mixed trains were the rule on the Newark & Marion for many years.

After several years of financial loss the railroad went into the hands of receivers in 1914 and for a time in 1917 the road was closed and grass grew between the rails. The railroad was put up at auction and sold under foreclosure at the Lyons court house. The Marion Railway Corp. acquired all the property on May 5, 1917. At the time this consisted of 8.32 miles of mainline track and yards and 1.32 miles of sidings. Passenger revenue for the last three months of 1917 was

\$1,664, which included the Christmas trade rush into Newark.

The Newark & Marion Railway was the last of all the properties once controlled by the Beebe Syndicate, and was expected to be electrified. Rails and right of way were built in similar fashion to trolley lines of the time. Of course, electrification never came, yet the line retained its roadside interurban charm.

The Pennsylvania Railroad purchased the Newark & Marion on May 4, 1930. A year later, the N&M was merged into the Elmira & Lake Ontario Railroad, a non-operating subsidiary of the Pennsy. The branch provided significant carloads of fruit and produce from Marion. Due to weight restrictions dictated by light rail and a lighter bridge over the NYC main, nothing heavier than a H6s-b 2-8-0 was ever used. One of the regular 2-8-0's assigned to the N&M, #2846, was set aside to be preserved by the Railroad Museum of Pennsylvania when the route was fully dieselized in 1955. In 1956, the E&LO was merged into the Northern Central Railway, another Pennsy non-operating subsidiary holding company.

Marion had two cold storage facilities and Newark boasted several canneries and produce warehouses. Apples, beets, onions, potatoes and spinach were all grown locally and

shipped out in blocks of reefers. Gradually the region's rich agricultural bounty turned away from the railroads. Carloads from Marion steadily dropped from 1,500 cars in 1930, to 1,100 cars in 1943 to 643 cars by 1953.

The eight-mile branch passed to successor Penn Central in 1968, which continued limited freight operations. The line was not to be included in the 1976 Conrail reorganization, however New York State subsidized service until a new operator could be found.

The Marion branch was operated by the new Ontario Midland (OMID) after 1979, which took over several area branchline operations cast off by Conrail. The last train over the old Newark & Marion was July 1984, with privately owned ex-BR&P caboose C2621 the last thing to leave town. By this time, track conditions in Marion were terrible, and OMID had to pay a fee to Conrail for each trip across their mainline to access the Marion Branch. The cost to maintain the operation could not be justified and the remaining local businesses turned elsewhere. The eighty-four year long history of the Newark & Marion had come to an end.

—Harold W. Russell with thanks to Don Brown and Otto Vondrak.

Portions referenced from "Pennsylvania Railroad's Elmira Branch" by Bill Caloroso

the interior wall panels and allow for installing electric baseboard heat in the car! We have sheet material (2 4x8 sheets) to try on the interior walls of Car 1.

In November and December, we completed car 1 doing 6 large and 3 small windows. We began work on car 5 (2 small windows) and then switched to car 4 as directed. In January we have finished 4 small windows. We are almost out of new polycarbonate material for the exterior glazing rehab. Don W. and Dale H. have burned most of the Metro-North blue paint off the Car 1 exterior.

If you can help with this effort, please come on out to Industry on Saturday or Tuesday! Money donations to buy polycarbonate sheet and wall panel material will be gratefully accepted and put to use immediately! Current scorecard: 88 windows rebuilt (72 since January 2008) with 33 left to go. Help us cross the finish line!

—Dave Peet



I CAN SEE THE LIGHT: Our coaches now have windows you can see through! The ESE window gang has been hard at work, as evidenced by this photo of 2571. Next up is attacking the blue paint on the window bands, and performing minor interior panel repairs. The removal of all steam heat apparatus continues, with an eye towards electric baseboard heating. PHOTO BY CHRIS HAUF

THE TOOL CAR B&O 633

Known to our museum volunteers as “the Tool Car” for many years, our Baltimore & Ohio baggage car was one of the first pieces of full-size railroad equipment acquired by the Rochester Chapter. Baltimore & Ohio baggage car #633 was built by Bethlehem Car Co. in 1925 and was used in revenue service through the 1960s. The car has an inside length of 70 feet, and is a B&O class B8-b car with a capacity of 50,000 lbs. (25 tons). Removed from passenger trains and used in company service, the car was sold to Chris Kingsley in 1971. His plans to convert the car into a private residence fell through, and the car was donated to the Rochester Chapter in 1977. Since our future museum site at Industry was not prepared to accept the car, it was stored at General Railway Signal in Rochester and in 1978 it was moved to Pfaudler. In 1979, the car was moved to Henrietta, and finally to Industry Depot on August 15, 1981.



Our faithful Tool Car enjoys its first change of scenery in more than 27 years when it was moved from Industry Track 1 to the new siding on the west side of the LA&L. Originally built as Baltimore & Ohio 633 in 1925, it has faithfully served as our workshop car all these years. PHOTO BY CHRIS HAUF

The car was moved to Track 1 at Industry and was outfitted as our tool and workshop car. The cramped quarters house a variety of tools and workbench space for a variety of departments to use. Until we constructed the Restoration Building in 1996, we had no other workshop space under cover. On December 6, 2008, the car was moved for the first time in 27 years to its new home on the newly constructed siding on the west side of the LA&L mainline. One of our long-term goals has been to restore the car to its early dark blue and gray “Royal Blue” paint scheme.

AT A GLANCE

Builder: Bethlehem Car Co.
Built: 1925
Road/Number: B&O 633
Cap’y: 50,000 lbs. (25 tons)
Retired: 1971
Acquired: 1977

Look for B&O 633 to serve our museum faithfully in the future as it has in the past!
—Otto M. Vondrak

NYCSHS Annual Meeting comes to Geneva April 17-19

The New York Central System Historical Society (NYCSHS) will be holding their 2009 Annual Meeting his April 17-19 at the Ramada Lakefront in nearby Geneva, New York. This year’s main attraction will be an excursion over the former New York Central “Auburn Road” from Canandaigua to just outside Syracuse. The excursion will be operated by Finger Lakes Railway, the current operator of the former Auburn Road. The railroad will equip the train with a snack bar stocked with light refreshments to enjoy during the trip. The train will terminate opposite the New York State Fairgrounds, where passengers will have an opportunity to disembark and inspect the railroad equipment on display (maintained by Central New York Chapter NRHS). Riders will then return to Geneva

by motorcoach in time for the Banquet.

Aside from the excursion, tours of local railroad facilities and museums are planned, including our own R&GV. The Friday and Saturday program includes presentations and slide shows related to the history of NYC operations.

The registration fee for NYCSHS Members (including their family members and spouses) is \$95.00 for all activities, including the Finger Lakes Railway excursion, the Evening Banquet, and Train Show admission. Cost for non-members is \$95.00 plus \$35.00 extra. The extra fee covers membership in the Society for one year, including all rights and benefits, including four issues of the *Central Headlight*. Late registration for NYCSHS members after March 1 is \$110.00.



Finger Lakes Railway locomotives are dressed in classic NYC paint. PHOTO BY JOHN GRAY

Rooms are at the Ramada Lakefront in Geneva, and can be reserved at the special NYCSHS rate of \$89.00 (you must mention the NYCSHS Convention to get the rate). You are responsible for making your own reservations. **Visit www.nycshs.org for info and updates.** —Otto M. Vondrak

Get Involved in Train Operations

With the potential for increased train operations in 2009, we will need additional qualified train crews. We're offering all the training you'll need to get your start in operations. If you want to get involved with railroad operations at the museum this year and you missed the Operating Rules and Air Brake classes on February 8th, you have another opportunity on Saturday, March 7th.

The March classes will be held in room A-400 in the RIT Wallace Library (Building 5). The Operating Rules class will be held from 9AM to 11:30AM, and the air brake/train handling class will be held from 12:00PM to 2:00PM. The best option for parking is in U Lot, located on the south side of the campus near the Library. Maps can be found at <http://facilities.rit.edu/campus/maps/>

For each type of class (Operating Rules or Air Brake), you only need to attend one classroom session. You're certainly welcome to attend all the classes if you like, but once you've passed a particular class, you don't need to attend that same class again this year. So if you're planning to be involved in operations in any capacity this year, you only need to attend one Operating Rules class and pass the required exams. If you'd like to become a Conductor and/or Engineer, you must also



PHOTO BY OTTO M. VONDRAK

Pat Yough copies a train order at our agent's desk inside Industry Depot. Of course, you don't need to learn timetable and train order dispatching to be involved with operations at the museum. Anyone interested in train operations should attend the upcoming classes and become qualified on the book of rules and air brakes. Once you complete these courses, you can begin your conductor training.

attend one Air Brake class.

All volunteers who plan to participate in train operations at the museum must pass the operating rules class. Engineers, Fireman, and Conductors must also pass the air brake/train handling class. Please bring a pen, paper, and your current rule-book or a three ring binder with rings no smaller than 1" to hold the rule books and

bulletins that you will receive. If you have the current rule book, please bring your copy, but rule books will be available if you don't. **IMPORTANT:** If you are definitely planning to attend on this date, please contact Mike Dow ASAP at opsdept@rgvrrm.org or (716) 474-2833.

—Mike Roqué

Railroad Operations Department



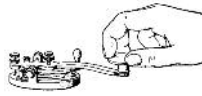
WE'VE BEEN WORKING ON THE RAILROAD: At left is a late November 2008 view of Chad Timothy bringing in fill and Scott Gleason working the dozer as we improve the area approaching the Northwest Quadrant. Our development in this area will allow more space to better manage our collection of heavy equipment. At right is a view of the Industry yard lead and our connection to the Livonia, Avon & Lakeville. The switch was temporarily connected to Track 1 to allow the movement of the Tool Car (B&O 633) over to the new siding in December. Subsequently, both Track 1 and 2 have been dismantled and repurposed. PHOTOS BY RAND WARNER

NON PROFIT
U.S. POSTAGE
PAID
ROCHESTER, N.Y.
PERMIT No. 826

Chapter Meeting:
February 19
7:00 PM at The 40&8 Club
933 University Ave., Rochester

Next Chapter Meeting:
March 19
7:00 PM at The 40&8 Club
933 University Ave., Rochester

Off the Train Wire



—Compiled by Rand Warner

ELECTRICAL DEPT.: Jim Johnson has completed installation of several exterior lighting fixtures controlled by automatic and manual circuits. This new lighting will help improve work conditions around the Restoration Building. He's also working on current and voltage instrumentation for the incoming three-phase 480v power system at the NYMT trolley power substation. Jim is also working on a block heater cable, plug, and receptacle for our newly acquired GE centercab locomotives.

REA TRUCK: Lynn Heintz has been through the complete brake system on our vintage REA truck. He has rebuilt or replaced all four wheel cylinders, as well as the master cylinder. Metal brake lines have been inspected, and rubber brake hoses at each wheel are being replaced. He has also checked all the primary and sec-

ondary brake shoes for wear and free action. One we get this truck going, we know it will also STOP!

TROJAN LOADER: Our ever-useful Trojan loader is in the sick bay with a busted up rear end. Art Mummery has completed disassembly and inspection of the previously removed rear end, and is now specifying and searching for repair parts. We will look forward to getting this critical unit back in service with four-wheel drive for the spring construction season. Two-wheel drive just doesn't hack it for most of our projects.

SIGNAL DEPT.: Our former Pennsylvania Railroad RPO car now houses the restored interlocking machine that we salvaged from Niobe Junction in 1988 (see September and October 2008 issues of THE SEMAPHORE). Mike Dow, with help from Joe Nugent and Dave Scheiderich have done an outstanding job on this set-up. We hope to have the RPO moved down to the lower yard for display alongside our DL&W baggage car. Of note, we also have an interlocking machine from DuBois that could be connected to our indicator board salvaged from Churchville. Could make for a very interesting display!

HEAVY EQUIPMENT DEPT.: We're looking for a team to reassemble our Cat D-4 dozer. This would be a great machine to use or sell if it was to be made operable again. We could also use the valuable floor space for other projects in the Restoration Building if the dozer was not there.

NEW RG&E LOCOMOTIVES: Our two new-to-us GE centercab diesel switchers are getting attention from Joe Nugent, Chris Hauf, Dave Luca, Jeremy Tuke, and others. Batteries are being checked, filled, and charged. Lubricants are being checked, analyzed, topped off, or refilled. Anti-freeze has been checked and topped off. Brake rigging and hoses are being checked and inspected. We know that one prime mover on the yellow 45-tonner (#1950) needs attention to run on all six cylinders. Our 110-tonner (#8) has already been used for limited switching duty at the museum.

NEW CUSTOMER.: In January, the Ontario Midland handled the first car of bio-diesel from the plant located at the former 84 Lumber east of Webster. This was the first revenue movement on the west end of the OMID in many years.