

THE SEMAPHORE

FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

APRIL 2009
VOL. 51 No. 7

NEXT CHAPTER MEETING:

April 16

Dansville & Mount Morris

Presented by Douglas Morgan.

This local shortline was merged into Genesee & Wyoming in 1985.



SHE LOOKS RIGHT AT HOME, DOESN'T SHE? After our switch lead was reconnected to the Livonia, Avon & Lakeville, we received permission to move our two new locomotives off the West Siding and onto our demonstration railroad. Former RG&E #8 stretched her legs and ran north to BOCES Crossing. Look for this engine to see a lot more service in the coming months as we try to take the strain off our vintage collection. Our volunteers helped reconstruct the switch lead and prepare this engine for service... Imagine what we could do if we had even more help. PHOTO BY LUTHER BREFO

Volunteers make it happen

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Spring has sprung and that means its time to get the museum ready for visitors once more. Time to sweep out the depot, dust of the displays, position our equipment in the yard, and get ready to welcome the visiting public! Volunteers on every level are making it happen, from the folks out in the field working on track and equipment to the "back office staff" sending out flyers, arranging contracts and services, and setting up promotions for the coming season. We are fortunate to have a large number of active volunteers to help with all the tasks, but we can always use more.

On Saturday, May 9, we will be holding our first ever Volunteers Open House. Starting at 10:00am, we will welcome prospective new volunteers to come on

down and learn more about our museum. Throughout the morning we will explain the history of the Rochester Chapter NRHS and our goals for the Rochester & Genesee Valley Railroad Museum. We'll take our guests on a tour of our property and equipment, then board a train and trolley for a ride up to the NYMT. After we tour the NYMT, we'll return our guests to Industry depot and offer lunch and answer any questions.

Not many museums take the time to open their doors and welcome in potential new members. If we are to continue to grow and succeed, we will need to get as many people on board as we can. It starts with a welcoming gesture. Will you be able to help make our guests feel welcome?

—Otto M. Vondrak



www.rochnrhs.org

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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 Russell at haroldrussell@juno.com.

April 16, 2009 - "The Dansville & Mount Morris Railroad" by Douglas Morgan. This local shortline was merged into Genesee & Wyoming in 1985.

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 18, July 16 and August 20, 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!

CHAPTER LIBRARY REPORT

The library has been relocated to a space leased to us at the 40 & 8 Club on University Avenue. The library will be open during the next chapter meeting from 6:30-7:30 and again at intermission. Please contact the Library Chairman for more information at Rcfleck@rochester.rr.com.

—Bob Fleck, Library Chairman

MEMBERSHIP REPORT

Check for the red stripe on your mailing label! If you have not renewed your membership, the April issue of THE SEMAPHORE will be your last. Please continue to support one of the oldest and most active NRHS Chapters in the nation— Send in your renewal now!

Please welcome new member Dan Miller of Leroy, NY. Dan's interests include helping with Publications/Historical Research and the Library.

—Sam Rosenberg,
Chapter Membership Chair

CHAPTER SPONSORED AMTRAK TOURS

Join our Chapter tour guides Jim and Dianne East for another exciting year of chartered rail tours. Take Amtrak from Rochester to the heart of New York City for dining, shopping and a Broadway show. Or consider a Bermuda cruise departing Boston, or an exciting Vacation in New Hampshire's White Mountains? Don't wait, make your reservation now! For price details and detailed information, please contact Jim East at (585) 377-5389 or email at raileast@aol.com.

Pre-Christmas Escorted New York City Trips
Thursday, Dec. 3-Saturday, Dec. 5
Friday, Dec. 11-Monday, Dec. 14

Take Amtrak to New York City, enjoy shopping and dining before you take your orchestra-level seats for the Christmas Show at Radio City Music Hall.

Bermuda Escorted Cruise, Departs Boston
Friday, May 8-Friday, May 15

Motorcoach to Boston, 7 days cruising aboard NCL Spirit, then Amtrak from Boston back to Rochester.

White Mountains Escorted Fall Foliage Tour
Friday, October 12-Tuesday, October 20

Amtrak to Albany, then motorcoach to Laconia, NH. Escorted tour includes rides on the well known Conway Scenic, Mt. Washington Cog Railway, and Hobo Railroad. Motorcoach back to Albany, then Amtrak to Rochester.

JANE WEBER

The Chapter extends its sympathies to John Weber, on the passing of his wife of 68 years, Jane. Jane was a Supervisor at the Ogden Telephone Company, and she was a Certified Dental Assistant and Associate in the office of David W. Sand, DDS. Jane also was a Deputy Town Clerk for the town of Ogden and was active in the Park Ridge Hospital Auxiliary. John has been a Chapter member for many years, and served several terms on the Board of Directors. John has also been very active with Operation Lifesaver, and was instrumental in getting MDT 14053 donated to the Rochester Chapter. Our condolences to John and his family.

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

PLAN AHEAD: Next Meeting:
May 21
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

MOTIVE POWER DEPT.

The motive power group has been getting busier in March as the weather is getting more springlike and there are two more locomotives to care for. On March 21 the motive power group along with the operations group worked to move the two centercab locomotives donated by RG&E from the new siding where the LA&L had delivered them into Industry yard. Both locomotives had to be “jump started” from R&GV #1654 because there was not a good way to charge their batteries while they were on the siding. General Electric 45-tonner RG&E 1950 has been located on Track 6 along side the north end of the Restoration Building where it can be charged and worked on. For now, it will be out of service while motive power group works on getting it big brother the 110-tonner (RG&E #8) ready for service. The 110-tonner actually was used to switch the string of passenger cars on Track 6 to let RG&E 1950 run under its own power to the Restoration Building.

While both engines need attention, they were started up right away and moved under their own power. The 1950 has a better set of batteries and rolls over easier in the cold weather. RG&E #8 apparently doesn't hold a charge too well and it needs a full charge to turn over when cold. The 1950 already had a good charge, but the cold weather quickly drained the batteries as multiple starts were attempted.

Former RG&E 1950 has only one operable prime mover at this point. The other will not turn over, and is being evaluated. Our 110-tonner fares much better in the mechanical department. The engines in that locomotive are the newest on the property, not much older than five years. The 110-tonner can haul a substantial train, as well. It will be an excellent primary locomotive once our volunteers perform some basic brake, air, and electrical work on it.

The same day, Ron Amberger, Luther



“OLD YELLOW” AT SWITCH 6: RG&E 1950 (Also known as “Old Yellow”) was successfully started and brought up to Switch 6. Joe Nugent and Ron Amberger pose at the B&O signal at Switch 6.
PHOTO BY LUTHER BREFO

Brefo and Dave Scheiderich installed the rebuilt independent air brake valve in F-M USA #1843. This engine is now ready for service after it gets an oil pre-lube and the weather warms up sufficiently.

Joe Nugent obtained an estimate from Flower City Glass for all new window glass and gaskets for RG&E 1941. To raise the funds for this, Chris Hauf has submitted a grant application to the Amherst Railway Society to see if we can pay for this expense through grant money. Wish us luck!

Jim Johnson and Joe Nugent replaced a bad battery cable on RG&E #8. They also cleaned up some badly corroded terminals. During the operations on Saturday, it was noted that the air compressors will need some cleaning and repair. They do not make air as quickly as they should. This locomotive will also need some air brake and electrical work before it can be used on a regular basis.

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 and Ron Amberger
Motive Power Department

STEAM TEAM UPDATE

The “Steam Team” and our Brooklyn Navy Yard 0-4-0T No. 12 need your help in getting the little steamer moving again. The motive power group brought a motion to the Board of Trustees March meeting to request authorization to spend up to \$2,000 to have the motive power chief of the Strasburg Railroad in Pennsylvania come to Industry to inspect the boiler shell on steamer No. 12. This is being done so that we know if the boiler shell can be used at all and if so, what is the extent of the repairs and the cost of the repairs. We are also requesting an estimate to have a new boiler fabricated if necessary. Joel Shaw of the steam team is making an inventory list of the parts for both of the steam locomotives. The group has been soliciting pledges from members to pay for this service. As of now about \$1600 dollars has been collected. If you are interested in supporting this effort, please send your check to Don Wawrzyniak, NRHS Treasurer, 41 Anytrell Dr, Webster, NY 14580. Please make all checks payable to “Rochester Chapter NRHS” and mark “Steam Fund” in memo space. Thank you!

—Ron Amberger



MUSEUM NEWS CONTINUED

TRACK CAR OPERATIONS

It's not over yet! We still need trained Track Car Operators for the 2009 Museum Season. All classes will be held in the NYMT Gallery as in the past. A makeup session will be held sometime in early May for those who can't make their assigned class. Track Car training for 2009 will be held as follows:

Saturday, April 18: For people with last names beginning with the letters A-D: Class 9:00-10:00AM, Hands-on 10:00-12:00 noon. For people with last names beginning with the letters E-L: Class 1:00-2:00PM, Hands-on 2:00-4:00PM.

Saturday, April 25: For people with last names beginning with the letter M: Class 9:00-10:00AM, Hands-on 10:00-12 noon. For people with last names beginning with the letters N-Z: Class 1:00-2:00PM, Hands-on 2:00-4:00PM.

—*Bob Achilles and Harold Russell*
Track Car Operations

TRANSFER TO NEW HAVEN

At the recommendation of the Collections Management committee, the Chapter board approved the transfer of approximately 200 New Haven steam locomotive photos dating from the 1930's and 1940's to the New Haven Railroad Historical and Technical Association (NHRHTA), the leading historical organization dedicated to that road.

The NHRHTA will place these photos on deposit in The Railroad History Collections in Archives & Special Collections at the Thomas J. Dodd Research Center, University of Connecticut Libraries, located in Storrs, Connecticut. The Railroad History Archive is managed by a professional archivist, and much of the collection is on line. The archive website is located at: <http://railroads.uconn.edu/>

This transfer was negotiated so that this material would be available to a greater number of individuals interested in the New Haven, and would be properly maintained for future generations.

—*John Stewart, Collections Committee*

HAROLD CROUCH (1920-2009)

The Rochester Chapter, and the railroad preservation movement lost a great friend, with the passing of Harold Crouch on Friday, March 27. Harold was a 1943 graduate of Rensselaer Polytechnic Institute, and a veteran of the U.S. Merchant Marine during World War II. After his time in the service, he hired on with the New York Central, where he had a long and successful career, utilizing his Mechanical Engineering talents, in a variety of very interesting assignments.

Harold was an avid live-steamer, and built a one-inch scale model of a New York Central Niagara, and an inch-and-a-half scale model of a Pacific. After his retirement, he stayed very busy, consulting locomotive maintenance for shortlines all over the Northeast. He made countless road trips with George Hockaday, to help maintain and repair Alco locomotives.—*John Redden*

[We will go more in depth into the life and career of Harold Crouch in next month's issue of The Semaphore. —Ed.]



TOP: Track Superintendent Luther Brefo and volunteers Mike Roque and Jessica Stallone work to reconnect our museum's yard lead track to the LA&L mainline on Saturday, March 14th, 2009. PHOTO BY JEREMY TUKE **MIDDLE:** Two inoperable Trackmobiles were sent to a new home in March. PHOTO BY RON AMBERGER **ABOVE:** Taking advantage of some early spring weather on March 24, Dan Waterstraat and Mike Dow use the museum's Huber-Warco road grader to handle some grading near switch #6. The volunteer crew graded and sloped the road down to allow for proper drainage. The Chapter-owned heavy construction equipment finds many uses at our museum. Now that the weather is warming up, get ready for a lot more activity at the museum! Come on out! PHOTO BY CHRIS HAUF

LOCAL LINES: The Erie's Rochester Branch

ERIE TO DROP AVON SERVICE AFTER TODAY

Final Passenger Train
to Leave At 6:15 p.m.

Eighty-seven years of Erie Railroad passenger service for Rochester will come to an end at 6:15 p.m. today, when the last train leaves the Court Street Station for Avon.

But increased freight business in and out of Rochester means a virtual rejuvenation of the line, which once had frequent passenger service to points south of the city in the Genesee Valley.

All the Rochester personnel of the passenger department is being absorbed by the freight agency because of heavy shipping, James H. Higgins, local representative of the Erie, pointed out.

The Erie received permission from the Public Service Commission to abandon its Avon-Rochester passenger service because of poor financial return. In return, the PSC authorized Valley Bus Lines to operate a bus line via West Henrietta Road into Avon. The line seeks to change its route to the East River Road, which parallels the Erie tracks along a great part of the way to Avon.

—*Rochester Democrat & Chronicle*
September 30, 1941

Lesson in How to Not Run a Railroad: Rochester & Genesee Valley Hasn't Operated Since 1871, but Profits Go On

Stocholders of a railroad, which doesn't run its railroad, held their annual meeting today — the usual yearly formality. The Rochester & Genesee Valley Railroad, which hasn't functioned since 1871 met at the Genesee Valley Trust Company to elect directors, and the directors in turn prepared to set a meeting date for election of officers later this month.

The railroad has the distinction of being the only one in the country without indebtedness and one of the few in the nation which has paid a dividend since it started operations. What's more the dividend is guaranteed until 2051.

It all happened this way. Back in 1851 the railroad was organized by a group of Rochesterians to run from Rochester to Avon. It had a capital structure of \$555,200, and had a franchise to run 200 years.

In 1871, the Erie Railroad came along and said, "We'd like to run it."



TOP: Brill motorcar 4070 makes up the last Erie Railroad passenger train leaving Rochester, September 30, 1941 at 6:15 PM. **ABOVE:** Fulton Darrow, conductor, 36 years, and Joseph I. Skelly, engineer, 42 years, shake hands at beginning of last run. ROCHESTER CHAPTER NRHS ARCHIVE

"O.K.," said the directors, "what will you offer?"

"We want to buy it," said the Erie.

"No," replied the stockholders, "we won't sell, but we'll lease it to you."

And so a lease running until 2051 was entered into whereby the Erie guaranteed the Rochester & Genesee Valley Railroad a return of 6 percent on the capitalization. However, in the reorganization of the Erie early in the 1940s, stockholders of the

Rochester & Genesee Valley road made a slight concession. They agreed to take a 4 percent return on their money.

And that's why the stockholders met today — to insure continuation of the company. John W. Remington, vice president of the Lincoln Rochester Trust Company, is president of the railroad and Dr. Ward Williams, secretary.

—*Rochester Times Union*
June 8, 1948

Welcome to "Eden Station" at Gardenscape!

The Rochester & Genesee Valley Railroad Museum recently had a unique opportunity to partner with a local business for the benefit of both the museum and the business. Back in January, the Museum was approached by local landscaper and "Rochester Top 100" company, R.J. Schickler Inc., who is headquartered in Scottsville not far from the museum. For many years, they have been one of the landscapers that builds a display garden for the Gardenscape flower show held every March at the Dome Center in Henrietta. For the 2009 show, they wanted to do a railroad themed garden and wanted our help to provide them with equipment and artifacts to make their garden authentic.

After I met with them, we agreed to partner with them. We decided on them using three pieces of our maintenance-of-way equipment, many of the artifacts like barrels from around the depot, and our NYC crossing shanty. Moved over two different days a week before the show using several pick-ups with trailers, their lowboy trailer, and their brand new Caterpillar telescoping all terrain forklift, the museum's equipment and artifacts including the crossing shanty were off to the Dome Center. From Monday, March 9 to lunchtime on Wednesday, March 11, the crews from R.J. Schickler turned a bare floor into the award-winning display garden "Eden Station" which was on display for the show from Thursday, March 12 through Sunday, March 15.

In return for the loan from the R&GVRRM, the museum was able to man the garden for the entire four day show and publicize the upcoming public operating season, the Museum itself and the Rochester Chapter. With attendance in excess of 30,000 people, this was an incredible opportunity for us. It certainly delivered! Our volunteers handed out over 1500 dual museum brochures, hundreds of Chapter membership brochures, Museum single page calendars and "Explore New York by Rail" brochures along with the chance to talk to many of the show's visitors where we continued to find many of did not know we even existed... Now they do!

In all, volunteers from the R&GVRRM and the NYMT manned all 44 hours that the show was open to the public. As the



TOP: Welcome to Eden Station. A scenic view of one side of the Eden Station display garden built by R.J. Schickler for the 2009 Gardenscape garden show. The R&GVRRM's Fairmont speeder can be seen at the left of the image along with the museum's ex-New York Central crossing shanty in the background. **ABOVE:** Done as a railroad themed garden bistro, the patio portion of the Eden Station display garden can be seen along with several pieces from the R&GVRRM including the ex-NYC crossing shanty, Fairmont track crane and REA baggage cart. **PHOTOS BY CHRIS HAUF**

project leader for the R&GVRRM, I would personally like to thank everyone for lending their time to this unique opportunity to help us grow our museum. I know it will pay large dividends in increased museum visitorship and hopefully expands our membership as well. I would also like to thank R.J. Schickler Inc. for giving us this great opportunity and for their careful han-

dling of equipment, building and artifacts. "Eden Station" is now only a memory and all of our equipment, artifacts and building have returned to Industry, but the experience will continue to show dividends for a long time to come.

—Chris Hauf

Development Committee

Visit our blog at: rgvrrm.blogspot.com



NOT SO LONG AGO: Way back in the 1990s, the Rochester Chapter operated a regular fall foliage excursion over the Ontario Midland Railroad. In 1992, experienced Alco mechanic George Hockaday had acquired an ex-VIA MLW FPA-4, and had returned it to active service. In 1993, the unit was decorated in tribute to the Delaware & Hudson, where Hockaday spent most of his career. That October, Chapter member Duncan Richards chartered the unit to pull one of our foliage trips on the Ontario Midland, paired with our ex-NYC stainless steel coaches. The locomotive was stored and later sold in 1994 to the Cayahoga Scenic Railway in Ohio, where it has since been repainted and continues to haul tourists. In 2007 we successfully moved our coaches from Newark to our new yard at Industry. Work continues so that we can resume our popular fall foliage excursions soon!

PHOTO BY CHRIS HAUF

**FALLS ROAD AND WINERY TOUR
SUNDAY, JUNE 28**

The Rochester Chapter NRHS has arranged for an excursion over the Falls Road Railroad and a tour of the Spring Lake Winery for Sunday, June 28. Attendees will meet at the Henrietta Town Hall, (475 Calkins Road, Henrietta), at 8:00 AM to board motorcoaches that will take us to Lockport. There, we will board the train, departing Lockport at 10:00 am. The train is made up of ex-NYC stainless steel coaches (much like our own) leased by the Medina Railroad Museum for use on excursions operated by the Falls Road Railroad. A continental breakfast will be served aboard the train.

We'll arrive at the Medina Railroad Museum (railroadmuseum.net) at around 11:00 am, where we will spend an hour to visit and look around. The Medina Railroad Museum is housed in a former New York Central freight house, and is also home to a large model railroad. Coffee and refreshments will be served.

After our tour of the Medina Railroad Museum, we'll get back on the train and head west to the Spring Lake Winery (springlakewinery.com) for a wine tasting and lunch. The winery is just east of Lockport. The train will get us back to Lockport at approximately 3:30 where we'll take the motorcoaches back to Henrietta. We expect to return to Henrietta

Town Hall at approximately 5:00 pm. The all-inclusive cost is \$85.00 per person. Reservations with payment are to be sent to the Chapter post office box.

NYCSHS CONVENTION

The New York Central System Historical Society (NYCSHS) will be holding their 2009 Annual Meeting on April 17-19 in Geneva, New York. We will have staff present at the museum on Friday, April 17 to greet any visitors who may be travelling on their way to Geneva for the convention. Clinics and presentations will be held at the Ramada Lakefront Hotel in Geneva. For more detailed information, please visit www.nycshs.org.

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

I recently took a trip out to Iowa with fellow Chapter members Dave Scheiderich and Chris Stilson. Our goal was to spend a day on the Iowa Traction, the last active electric freight railroad in the country. I had wanted to visit this railroad for a long time, ever since I first read about it in the pages of *Model Railroader* back in the 1980s.

Our first morning in Iowa was surreal. Pulling up to the compact shops at Emery, one of the classic motors was outside with its pole raised, headlight glowing, and compressor thumping. Wow... Was this really happening? Was I really there? Sure, I've experienced the same sights and sounds at muse-

ums, but the Iowa Traction is the real deal. We spent part of the day talking with Iowa Traction owner Dave Johnson, who started his railroad career with the New York Central at Collinwood (when you want a job done right... ask a "Central" man!). After a couple of years there, he moved back to Iowa and took a job with the Union Pacific. The chance to buy the scrappy trolley line came about in 1987, and Johnson never looked back.

Each morning the two-man crew heads out to perform the day's work. Meanwhile the "mostly retired" Johnson is back at the shop, making minor repairs and documenting everything he can. "After I'm gone, there will



be no one to explain how all this stuff works." Overall the trip was a great experience, and one not soon forgotten.

—Otto M. Vondrak,
Editor, *The Semaphore*

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.

THE SEMAPHORE

ROCHESTER CHAPTER
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Chapter Meeting:
April 16
7:00 PM at The 40&8 Club
933 University Ave., Rochester

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Off the Train Wire

—Compiled by Rand Warner

SEEING RED? See a red stripe on your mailing label? Then this is your last issue of THE SEMAPHORE! Renew your membership and support one of the oldest and most active chapters in the NRHS!

CHAPTER ELECTIONS: There will be two Trustee seats up for election this year. They are currently held by Luther Brefo and Harold Russell. Harold has chosen to retire this year after several terms of faithful service. Candidates should be available for Thursday evening meetings 2-3 times a month, and willing to support chapter development and fund raising activities. If you would like to run for the office of Trustee, please contact John Stewart at (585) 704-8885 or rgvrr@s363.com.

TRACK DEPT.: Ties are being sorted by Luther Brefo, Mike Roque, and Jessy

Stallone. Track material on our mezzanine area is being neatly organized on pallets and in totes by Mike Dow and Chad Timothy. We are working with the LA&L on drainage plans for our new depot yard lead switch, and for the new siding along the west side of their mainline.

We have acquired one truckload of rip-rap in March and hope to acquire to more in April. The rip-rap will be used to repair several areas along our mainline.

BUILDINGS AND GROUNDS: Our recently purchased Huber Warco road grader and recently donated Case tractor backhoe were used to improve drainage along the east edge of our property north of the restoration building. Thanks to Chad Timothy, Scott Gleason, Dan Waterstraat, Mike Dow, Jeremy Tuke and others who helped with this important project.

EXCURSION CAR SET: Dan Wawrzyniak has completed five new seat bottom covers and two new seat back covers using our industrial sewing machine. We have a large supply of material, so we should be able to rehab quite a few seats in our coaches. John Redden, Norm Shaddick and Rand

Warner have completed installation of all internal air brake hoses on the first of our five active excursion cars. Dale Hartnett is wrapping up the removal of all Metro-North blue paint on the first coach. Chris Hauf and Dale are removing all old base-board steam heat components. Dave Luca, Chris Hauf and others are working on interior side panel rehab on the first coach.

TROJAN LOADER: Our very useful Trojan wheel loader is back together again. The differential rebuilt by Art Mummery has been installed by Chad Timothy, Dave Scheiderich, and others. Axles were reinstalled, filters replaced, and fluids topped off. The unit should be working hard again by the time you read this.

FREIGHT CAR DEPT.: Dave Scheiderich is making up a list of known car deficiencies with input from a variety of sources. Rand Warner has provided a strawman list of parts and special tools and test equipment. If you have information to share or questions about the project, contact Dave.

NEW WEB SITE: Check out the new Museum web site at www.rgvrrm.org.