



The Semaphore

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

August 2000
Volume 42, No. 12

Meeting at Depot, August 17::

It's Summertime at the Depot! Part III - Riding the Diesels

Our Membership Meeting will be held at the R&GV Railroad Museum's Depot on Route 251 at Industry.

The business section of the meeting will be short and will take place during a lull in the other activities planned for the evening.

Our motive power gang and associates plan to put our diesel fleet to good use that evening. That should mean cab rides! This will be a 'run-thru' for the upcoming "Diesel Days" on August 19-20.

The time? Just about anytime after 6 PM and until the last person leaves.

Oh yes, be sure to bring any interested guests (and potential members)!

Program Committee

Tom Forsyth (Chairman) 442-0125
Bill Limburg 586-9470
Dan Cosgrove 352-6931
Dave Luca (Board liaison) 288-0318

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

Summer Library Hours

7:30 to 9:30 PM

Monday, August 21

Library Phone: 872-4641

A Reminder

The Chapter's address has been changed. The old PO Box has been closed. It is now:

P.O. Box 23326

Rochester, NY 14692-3326

Fall Foliage Preparations Underway!

Dates: Saturdays, October 7, 14

(Two trips each day) Sundays: September 17, 24 & October 1, 8, 15 & 22

Departure times: **11:00 AM and 2:00 PM** from Sodus, NY

Work has intensified on preparing our Excursion Fleet (5 coaches and a Store/Power car) for this busy and **important session** of Chapter activities.

Why is it important? Each year, the Fall Foliage Train Rides provides the Chapter with substantial and significant revenue to allow it to support its many activities at the Depot and with NYMT. After all, we now have a railroad to maintain!

Wednesday Afternoons and Evenings Work Sessions:

This is the time when maintenance and upgrading work is done on the Excursion Cars at the Webster location (behind the Chapter's Library). This location certainly beats going to Sodus to do this work! You are welcome to come out and give a hand. There are jobs to accommodate all capabilities.

Ticket Sales:

The taking of ticket orders by phone or mail will start in mid-August. However, the first tickets will not be sent until after Labor Day.

The phone ticket office will be open from 3 PM to 9 PM. Now the interesting aspect of taking orders by phone. You can do it without leaving your HOME! Yep, through the advantages of phone technology, the ticket order phone number can be transfer to and from your home at anytime.

We do need volunteers to do this job. Please call Eliane Redden at 388-9124 for details. (Note: the phone number for the Reddens in the recent roster is in error by one digit. Please correct your roster by replacing the '7' with a '2'!)

Volunteer needs on Trip Days:

Car Hosts, Parking Lot Guides, Concession Stand Sellers and On-train Store Sellers positions are all open for your consideration for staffing on the days the train runs. Jim East will soon be calling, or you can call him at 377-5389.

Note some changes: The first trip starts at 11:00 AM instead of the former Noon start; the second trip begins at 2:00 PM rather than 2:15. Reason? To allow better vehicular exchange in a new, smaller parking area.

The Enclosed Flyer: Post it, or give to a group or a neighbor!



(DeWain Feller photo)

RRTC displays at Park Avenue Festival

The Rochester Rail Transit Committee had an educational and promotional display at the recent Park Avenue Festival. In addition, they distributed several pieces of literature and were well staffed on this hot, humid weekend.

More on RRTC on Page 7.

Depot Tour Guides

Here is the August and a portion of September Schedule for those volunteering as Tour Guides at the Depot. All days are Sundays; the hours are 11:30 to 5:00.

August 13:

Jim East
William Cain

August 20:

Tom & Tony Way
Ron Amberger

August 27:

Dan Gottler
Bill Limburg

September 3:

Jim & Joy Lethbridge
Bob Lipman

September 10:

Rick Israelson
Chris Kingsley

September 17:

Bob Achilles
Jack Matsik

If you encounter a conflict, please trade with one of the other people listed here.

Steam Tour to China

by Ron Amberger

Ron Amberger will be leading a steam tour to mainland China this coming mid-November. The 14-day tour will go to locations where there are steam workings in scenic main line settings and in a large-scale open-pit coal mining operation. Travel inside China will be by rail including at least one steam-hauled passenger train. Locations include Jing Peng Pass (3 days), open pit coal mine and a location where heavy coal trains operate with up to three 2-10-2's per train. A sightseeing tour of Bei Jing will be included. Three meals per day are included. There will be additional similar tours scheduled in early spring and again May 2001. Ron Amberger has led five tours to China in the past and has traveled there extensively over the past 15 years. Sample photos are available at <<http://www.rit.edu/~rfaite/ei>> For more information call Ron at 242-9511.

Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.

John Forsyth

Tom Forsyth's father, John, passed away on July 6. In 1998, John Forsyth donated \$25,000 to the Chapter's Development Fund for use toward the 'new' Restoration Building, steam, trolley and other projects through the efforts of his son, Tom.

Mr. Forsyth was a native of Rochester and a prominent attorney here as well as in Naples, Florida where he also retired. He was an athlete and served in World War II as a Navy pilot, where he received the Navy Cross.

Tom is our newly elected Corresponding Secretary and also has assumed the duties of Program Chairman.

We extend our sympathies to Tom, his family and his siblings.

Lois Rogers

Our Sympathy is also extended to Cliff Rogers in the recent loss of his wife, Lois. Cliff is a stalwart with our Tuesday afternoon Subway Car crew.

Retired BR&P Engineer Passes Away

On July 19, Grant Post of Belfast passed away after a long illness. He was 94 years old. Mr. Post retired from the Baltimore & Ohio Railroad in 1972. Known as "Posty" on the railroad, he held the distinction of being the last known surviving engineman from the Rochester Division of the Buffalo, Rochester & Pittsburgh Railway. He started work for that line in 1928, several years before it was merged into the B&O system.

2000 Calendar of Special Events for Combined Museums

August 19-20 (Sat. & Sun.): "Diesel Days" The museums will highlight the diesel locomotive during this two day celebration with six operating diesels from the small 45-ton switcher to the large 1000 & 2000 HP road switchers. Locomotive rides are planned.

Oct. 29 (Sunday) Last day of Joint Operations. Track car rides end. R&GV RR Museum closes for the season. NYMT remains open from November thorough April at reduced admission rate.

Membership Report

Beth Krueger, Chair

New Members:

Three new members were voted in at the July meeting. Please welcome them to the Chapter! They should already be on your membership roster.

Mr. Franklin Suhr, Rochester, NY, retired conductor

Mr. Brandon Evans, Canandaigua, NY. Interests include rolling stock restoration, publications/historical research, and trips.

Mr. Kevin F. Yost, Rush, NY. Interests include museum tour guiding, library, trips, and publications/historical research.

Roster Additions/Corrections to your roster sent last month:

Dick Bean: phone 716-293-2131; e-mail: Topgreen2000@aol.com

Scott Becker, 134 Blue Jay Drive, Canonsburg, PA 15317-2342

Charles P. McCabe: e-mail: cpmccabe@aol.com

John & Elaine Redden: Phone 716-388-9124

Harold Russell: Phone: 716-427-9159; e-mail: haroldrussell@juno.com

Norm Shaddick: e-mail: rshaddil@rochester.rr.com

Roy Wallich: Phone: 408-241-7807; e-mail: rwullich@kpmg.com

Gordon Fewster: Phone: 828-692-5983 (area code change); e-mail: gfewster@aol.com.

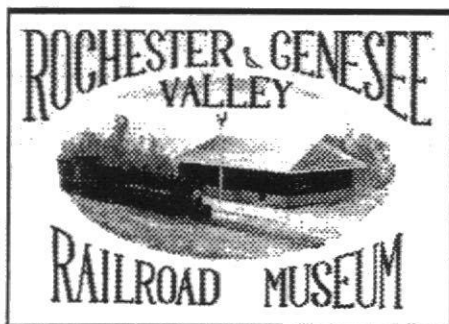
Membership Chair Note:

On 15 August, I will be moving to Austin, Texas for a year to enter graduate school (I will be studying Education Administration). The following people have kindly offered to help me with membership while I am away: Janet Dittmer, Marie Miner and Dick Bean. I appreciate these members' willingness to help. They will be handling many membership duties while I am gone.

I have really enjoyed the friendships I have made and will miss you guys and women! I especially would like to thank those of you who made me feel welcome and those who took the time to help me learn how to do various jobs around the Depot. Your kindness and patience mean a lot. I look forward to returning to Rochester.

Once I have my address and contact information for Austin, I will post it in *The Semaphore*. My e-mail address (bkrueger@frontiernet.net) will remain the same.

One final note. Please continue to send any membership mail to the Chapter at: P.O. BOX 23326, Rochester, NY 14692-3326. Thank you.



Rand Warner, Director, 425-8587

Drainage

Substantial progress is being made on implementation of our overall MASTER DRAINAGE PLAN.

Progress:

Final silt and debris cleaned up from LA&L RR track and ditches.

All culverts inspected for erosion. Rip-rap on order to reinforce culverts.

Washout area on hill line reinforced with rip-rap and put back into service for locomotives.

Swale cut at base of Weaver's hill to divert run off water north to nearest culvert.

Retention pond areas maintained at fill site south of new building to prevent silt run off.

Ditches rerouted on west side of barn to divert run off to north and west culvert, away from intermediate level.

Ditch opened up along east side of main line going up hill.

Water course diverted way from Switch #5 and Switch #6 so as not to flow westward through track structure.

Corrugated steel culvert pipe ordered and delivered to site.

Concrete catch basins ordered, picked up and delivered to site.

Plans:

Lay out stakes for drain lines and catch basins.

Excavate for catch basin, install and connect with drain lines.

Excavate trenches and install drains from catch basins to culverts.

Thanks to Drainage Crew:

Joe Scanlon, Scott Gleason, Dan Waterstraat, Neil Bellenger, Dave Luca, Rand Warner, Charles Harshbarger, Chris Hauf and others. RW

Electrification

Facilitator: Rand Warner

Progress:

Bob Miner is heading up the wiring effort at NYMT to make P&W Car #168 ready to run on overhead.

Charlie Lowe is heading up the wire car effort at NYMT to provide a 4-wheel push car with brackets for the wire reel.

Rand Warner is ordering additional railbonds for the track return. We will need at least 50 more to install.

Plans:

We are aiming for a live demo with Car #168 running off overhead wire, and our portable substation, on 500-1000 feet of track in October.

The overhead structure is up, but we still have to pull the contact wire, using a loco hauled caboose, our wire reel car, and the bucket truck crew - for September.

We need to install the rest of the railbonds - using our special fixtures - could be in August.

The substation needs to be checked out relocated to NYMT, and provided with weather protection. This could be done in September.

Fred Perry of St. Louis has offered to help us with final overhead wire adjustments - this could be in October.

We look forward to this effort as completing the Phase I demo of our long time dream to run real trolleys on real overhead for the benefit of our visiting public and all our resident juice fans.

With everybody pitching in, in their usual fine fashion, **WE CAN MAKE IT HAPPEN!**

New Project Teams

International 4x4 Dump Truck

Neil Bellenger and Tom Webster with support from Dan Waterstraat and Art Mummery. Hopefully this effort will yield us a real snow plow fighter for our parking lots this coming winter season.

Rochester Subway Car #60

Ron Letzin, a professional welder, will be heading up the extensive metal work effort on this car: replacing roof panels and side panels first, and then getting into structural repairs next. He will be assisted by Jim Moore, Dave Luca, Rand Warner and others. RW

Fire Safety in Restoration Building

- Get rid of any excess combustibles.
- Turn off all equipment when leaving area.
- Unplug all cords when closing up barn.
- Get rid of any oily or painty rags.
- Disconnect batteries in heavy equipment parked inside when you leave.
- Keep fire extinguishers handy when working.
- Keep access clear to fire extinguishers at all times.
- Keep fuels, lubricants, paints and solvent in closed metal cabinets when not in use.
- Run dedicated water hose to building and/or set up water cistern/storage tank on hill behind building and run hose to building. RW

Welding/Cutting Technology

Our long anticipated welding breakthrough is upon us now:

Progress:

Jim Johnson has built up cords, receptacles and carts for our new Miller MIG and PLASMA equipment.

Art Mummery has coordinated collection of equipment and supplies for training and demos.

John MacDonald is scheduling the first training session for Saturday morning, August 5, from 9AM till 1PM.

Jeremy Tuke has procured the made up sheet metal to be replaced on the cab of RG&E 1941 loco, as the training demo exercise.

Plans:

Our first training class will be for Mahaney's to train our in-house instructors with the rest of us watching. Then our in-house instructors will provide training to the rest of us as student-trainees.

The goal is to get LOTS of people trained so we can get LOTS of use out of this new equipment on LOTS of projects!

We look forward to a real leap in productivity for restoration efforts on our metal railroad, trolley and heavy construction equipment!!! RW

Track and Right-of-way

Acting Supt.: Rand Warner

Section Foremen Assigned

John Redden: Depot area through Switch #6.

Jeremy Tuke: Restoration Building to Switch #6.

Rand Warner: Switch #6 to 'S' curves.

Dave Luca: 'S' curves through loop switch.

Dale Hartnett: Loop switch, north leg, to NYMT barn doors.

Mark Pappalardo: South leg of NYMT loop including loading rack.

Progress:

Dale Hartnett, Tom Webster & Co. are cribbing out ballast at NYMT loading track switch preparatory to replacing timbers.

Dale, Tom, Mark Pappalardo and others are replacing bad ties on north leg of NYMT loop.

Weed spraying is in progress on R&GVRM and NYMT areas.

Track #6 is being extended by reinstalling panel track under direction of Art Mummery, Scott Gleason and Dan Waterstraat, assisted by John Redden, Norm Shaddick and Jeremy Tuke.

Two track loads of ballast have been delivered to site for use on new trackage at Restoration Building.

80# rail at Brighton siding is being readied for pick up and delivery through efforts of Tuesday night work parties.

Track expansion plans are being reviewed for next sidings.

Plans:

Continue installation of rail anchors north of Reid's Crossing.

Continue replacement of bad ties and switch timbers at NYMT area.

Install ballast at thin spots in NYMT areas.

Extend Track #6 along side of Restoration Building.

Continue weed spraying to protect ballast and surfacing investment.

Line Car M-1

Also known as C-147

by Neil Bellenger

On Saturday, June 3rd, the carpenters with the Seabee Battalion, began covering the original roof, or what is left of it with 1/2 inch CDX plywood. In a number of places the original roof planking was missing or too rotted and 3/8 inch plywood was used to fill the holes and bring the area

level. Much of the morning was spent replacing a rotted and broken section of top plate in the wall. July 15th the Seabees returned and completed another third of the roof work before rain forced an early adjournment. Once the roof has been completely covered with plywood, plans are to add a rubber membrane of the type used to prevent water infiltration from ice and snow dams.

Since last year when the car was placed on cribbing constructed of ties, a three inch sag has developed in the center. A third tie crib has been placed under the center of the car and over a period of several weeks, the car has been jacked up and leveled by Neil. The car is much more stable now and should be able to withstand the stresses of sliding the snowbrush drive motors to the center of the car for removal through the side door.

A few of the original window frames have survived and are serving as patterns for new frames. The final color scheme of yellow body with black trim is now evident on the north end thanks to painting by Rand Warner and Neil Bellenger. As new window frames are completed and glazed with Plexiglass, the plywood "security panels" can be removed, allowing in much more light.

Plans for the next month include replacing part or all of one window sill and beginning removal of the snow brush and flanger blade equipment still underneath the car. This will allow the car to be placed on a flat car which will serve as a permanent underframe. Using a flat car will provide needed stiffness to the frame which is much too flexible due to corrosion. It will also provide better wheels, air lines, and couplers without having to engineer these features into a car that is at least eighty years old.

Motive Power Report

by John Redden

LV-211: This unit has been positioned at the end of Track 4, in order to prepare it for operation. Jim Johnson and Dick Holbert have started checking out electrical systems, and charging the batteries. Now running.

USA-1843: Foreman Norm Shaddick is continuing to diagnose the lube oil leakage into the blower. Thanks to his work, the engine is again operational. Dick Holbert has been working on its radio.

EK-9: The fuel filters have been changed, and new gaskets for the filter canisters were fabricated by Norm Shaddick and John Redden. Thanks to a generous donation, we have a running water pump for the Steam Heat Generator. We have had the

loan of several books for this steam generator, courtesy of P.J. Saracen and Harold Crouch. Thanks to Jerry Bertoldo for the offer of possible replacement parts for this unit. Thanks to Rick Rubino for offering to gather more information on this unit.

EK-6: A severe battery discharge problem was diagnosed and corrected by Dick Holbert and Jim Johnson. After several days of heavy equalization charging, as well as adjustment and cleaning of a charging relay in the electrical cabinet, our trusty #6 is operable again. Norm Shaddick is investigating a possible problem with the air compressor/air brake system, and also worked on the battery problem, adding several gallons of water to the cells.

RG&E 1941: Many people continue to work on the cosmetic, mechanical and electrical restoration of this unit. The handrails and frame have been painted Safety Yellow by Chris Hauf and Tom Tucker. They also put another coat of gloss black on the running gear. Dale Hartnett and the Young Railfans have removed the old paint and rust on the cab roof. Dick Luchterhand has continued removing paint on various loose parts from this unit. Air brake piping continues to be replaced or rehabilitated as necessary by John Redden. Dave Luca and Janet Dittmer recently took the brake valves for this engine to Pittsburgh for overhaul. Jim Johnson, Charlie Harshbarger and Dick Holbert have started working on the high voltage wiring, which is in serious need of repair and replacement. Art Mummery has removed the alternator drive coupling for the number one prime mover, and has provided leads on where to find replacement parts.

Plymouth Model BL: Foreman Kevin Klees, with help from Beth Krueger and Chris Hausler, has needle-scaled the old paint and rust from most of the frame on this unit. Kevin, John Redden and Beth continue to research the "lost" history of our small locomotive. Thanks to Dave Monte Verde for leads on historical information for this engine.

Heisler Fireless: Many parts have been removed from this engine, and its cab mounting bolts have been loosened, in preparation for cab removal. Ron Amberger has been the prime mover for the work on this engine, with help from Kevin Klees and John Redden.

BNY-12: The cab has been prepared for removal by Ron Amberger and Kevin Klees. Kevin has also cut about ten more flue-ends. Many thanks to Art Mummery for the loan of his one inch drive ratchet and gear

(Continued on Page 5)

Motive Power

(Continued from Page 4)

reducer for the flue cutting work. Ron Amberger has arranged to have a part for our second flue cutter heat-treated, and Kevin Klees is preparing this cutter for use in the coming weeks.

Steam Locomotives

by Ron Amberger

Over the summer months we have been preparing the steam locomotives for the removal of the asbestos. This has involved removing piping and appliances on top of the insulation. Also, the cabs on both engines will have to be removed so they are not in the way of the asbestos removers. Bolts holding the cabs in place have been removed and all pipe and rods penetrating the cab front walls have been removed. The Heisler will be moved into a position along side the Vulcan so that one containment shell can be built around the two engines. Right now we await the completion of track along the west side of the restoration building so that the Heisler can be moved into place.

Thanks to ...

Raymond Dreimiller for donation of engine driven electric welder on rubber, engine driven air compressor on rubber, spare parts, good running 4-cylinder gas engine, and two 25-ton ratchet jacks.

Hudson Steel for donation of heavy duty diesel powered yard crane on rubber.

Brian Pitt of **Mendon Enterprises** for trailer axle assembly.

Jim Johnson for keeping us in donuts and pizza.

Charles Harshbarger for keeping us supplied with fuels and lubes.

Fran Corso and **BOCES** of Flint, NY for repair and painting of hood for our '39 Ford Railway Express Truck.

Rand Warner for heavy wrenches, paints rigging, and drip edge for new line car.

Neil Bellenger for plywood panelling for new roof on line car.

John Redden for many recent uses of his trailer for pickups and deliveries.

Rand Warner's faithful Suburban for many recent hauling jobs.

Art Mummery for donation of hydraulic press.

Hiram Colwell for donation of floor creeper for heavy equipment repair.

Jim Johnson for hand truck for welding equipment.



(Bernie Cubitt photo)

Rochester, Lockport & Buffalo Railroad Restoration Update ... Car 206

by Bernard Cubitt

After a number of trips to inspect and making preparations for moving, Car 206 arrived at NRHS property on August 28, 1999, moved by Jeff Green.

Photo herewith shows Anna and Sam Grover visiting 206 on October 30, 1999.

Every inspection of 206 brought new details to light, from the number 206 painted above the toilet room to two ventilators in the roof of the smoking passenger compartment. After the car was placed on cribbing in the back lot, a large truck canvas was placed over the car to protect it as much as possible, on January 8, 2000. On April 4th, Dale Hartnett and Railfan Scouts placed an additional truck tarp donated by George Knab over the south end and roof of the car.

Now being quite dark inside, Jim Johnson and Bill Chapin helped to string interior lights with current from a generator in the sweeper car nearby. On another day, Rand Warner, Chuck Whalen and Bill Chapin helped to remove many layers of newspaper, Masonite and linoleum and numerous tacks from the floor.

Chuck has been very busy using stripper on the interior walls which had several layers of cream colored paint on it. To our surprise we found the walls below the windows to be solid dark walnut wood. Also the panels between the windows with yellow rectangular marquetry and on the toilet door. In stripping side windows, two partition doors and one-half remaining partition we

found solid walnut wood. Also found was the metal toilet pedestal and two windows over the toilet. We have 24 side windows, with or without glass, missing three. Missing are the two end windows on the operator end and smoking room partition.

We knew that someone had cut a doorway in one side of the car at window number 18, which had endangered the structural integrity of the car, i.e. cut through the steel truss bar below the window sills that counters the truss rods below the car sides.

With help of Bob Mader and Neil Bellenger we have recently cribbed up the center of the car one-half inch above level between bolsters. We are presently getting ready to repair by replacing the missing metal. We have removed lower kick board and several walnut panels. This revealed two uprights from windows to floor rotted out that will need replacing before repairing the metal work.

Window side retainers appear to be mahogany with heavy notched brass pieces for window clamps. Only six windows have this material. Conductor end of car needs major work whereas boarding car end is mostly intact.

We are researching to acquire or fabricate bolsters. Searching for trucks and all mechanical parts necessary to put this car back to running condition. Rand has made a detailed list of parts.

Come out and see for yourself the progress we are making. Your support and encouragement is greatly appreciated.

Bernie Cubitt, Project Foreman

Wanted

- ☐ Indian type backpack portable fire pumps.
- ☐ Rubber safety cones; any size or color.
- ☐ Blacksmith forge and accessories: hardy tools for anvil.
- ☐ Gage rods, any style, for temporary track reinforcing.
- ☐ Good ties and switch timbers.
- ☐ Ballast regulator
- ☐ 50-53 foot flat car, useable.
- ☐ Girder drill
- ☐ Floor model or bench-top drill press for Restoration Building.

Library Report

Charles Robinson, Chairman

The Library Open Hours for August will be Monday, August 21 from 7:30 to 9:30 PM. More books and materials are coming our way so come out and take a look.

The big accomplishment for the month was almost finishing installing the siding on the west side of the building. In order to terminate at the end corners, it was decided not to finish the ends until we obtained competent advice.

Bob Miner and Dave Luca worked on matching the end terminations. The other installers were Bill Limburg, Steve Oagley, Chris Hauf, Eric Drum and myself on two Monday evening sessions. Steve filled in the miscellaneous holes and openings in the siding in preparation for painting.

A coat of primer paint was applied to the siding that has been installed to date. The final coat will soon follow. The chapter is certainly grateful for the generous help from these individuals in correcting the current state of the library building.

Inside the library, Jerry Gillette and myself put more of our photo collection into archival sleeves. We have received from Dorothy Boyer, the wife of the late Curtis Boyer, a large number of albums containing rail photos. In addition, Victor Paramenter has donated a collection of photos of the Chicago Rail Fair. All these items are welcome additions to our collection. Bob Achilles, whose father worked on the Canadian Pacific, volunteered to help us with our unique collection of Canadian National photos.

Progress is thus being made on refurbishing our building and in sorting out and storing our collections.

See you at the library, Monday evening 7:30 to 9:30 PM on August 21.

Historical Crane Donated to the Rochester & Genesee Valley Railroad Museum

by Joe Scanlon

Last year an interesting item was posted on the Internet: "For sale: Bay City Model 65 Crawler Crane." That was enough to pique Joe Scanlon's curiosity and desire to investigate further. What he found out was that the Haines family of Elkhart, Indiana had one major item left from their family business, founded by their late father, Percival J. Haines: a Bay City model 65 crawler crane. This crane, built in 1948, and used by the company for five decades had little use since a complete rebuild. The five Haines brothers recognized that it was time to dispose of the crane, but they didn't want to see it go to someone who wouldn't treat it as the family heirloom that it was. This crane had always been around as the brothers grew up, and could always be depended upon to do a strong day's work.

Literature about the collections and many achievements of our Rochester & Genesee Valley Railroad Museum were forwarded to the Haines brothers for their consideration.

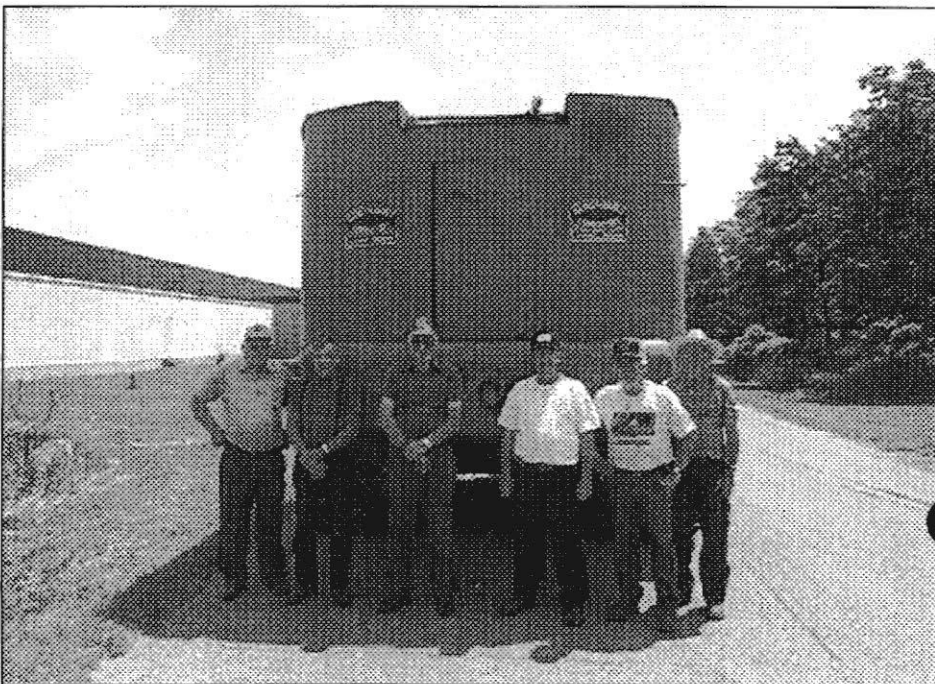


The brothers considered their options, and around Christmas time, Joe Scanlon received an e-mail message: 'make out a donation form - we've got something for you'

During the spring, arrangements were made to bring the crane to our museum, and this in itself was no small task. This crane weighs 65,000 lbs. And has an 80 foot long boom! This move amounted to three tractor-trailer loads of equipment!

But our chapter and its volunteer members were up to the challenge. George Knab and John McDonald found over the road

(Continued on Page 7)



Historical Crane

(Cont'd from Pg 6)

truckers who were willing to help us with these tricky moves. Art Mummery, Rand Warner and Joe traveled to Elkhart to dismantle the crane and load out the dozens of pieces of boom sections, pendants, cables and spare parts. Art and his wife Zola Mummery along with their grandson had arrived at Elkhart the day before and inspected the crane. On the morning Joe and Rand arrived Art was pictured on the front page of the local newspaper, *The Elkhart Truth*, with Mr. Lewis Haines in a front page article about the Haines family donating the crane to our museum, and its long history in the Indiana - Michigan construction scene.

Moving the dismantled house and car body of the crane through four states is no simple chore, when your load is over 11 feet wide, over 11 feet high and weighs 30 tons. Special permits for an oversize load need to be obtained from each state traveled through, and long winding routes followed off the beaten path. But Mr. Jim Schreiner of Jim's Enterprises in Farmington NY makes a business out of specialized hauling of oversized cranes and came to our aid. Jim went to Elkhart on a Friday morning and loaded the crane and delivered it to the

museum on Saturday morning, July 22, 2000. To Jim Schreiner it was all in a day's work, and he made unloading and unloading the crane look simple. But we know better - moving big equipment interstate can be a nightmare, and Jim made it look easy, for which we're very grateful.

Joe Scanlon got the honor of firing up the Haines and Haines Construction Company Bay City Model 65 and walking it off the specialized beam trailer to a crowd of chapter well-wishers. The Bay City now sits proudly in our upper yard, waiting to soon go to work setting track switch panels for our yard area North of the Restoration Building.

This donation certainly proves our general philosophy of success which makes our volunteer group so strong: Nothing is unobtainable when you set your mind to it and have a group of eager, willing and cooperative volunteers.

Our sincere thanks to the many who joined together to make this monumental achievement happen, especially:

Lewis, Leland, Roger, Richard and Marion Haines; George, Richard and David Knab; Jeff Green of Green-Bar Trucking; John McDonald; Jim Schreiner of Jim's Enterprises; Art and Zola Mummery; Rand Warner. Photos: Joe Scanlon)

About the RRTC

The Rochester Rail Transit Committee proposes and promotes a light rail system using mostly present railroad right-of-ways between Charlotte to near the University of Rochester/Strong Hospital.

The Charlotte line would use abandoned and lightly-used freight rail lines for much of the route. The use of the subway tunnel with its bridge across the Genesee River would reduce the costs. If successful, branches could run to Marketplace Mall area, RIT, Kodak Park, the airport, Pittsford and maybe even Webster.

RRTC goals are to:

- Act as a citizen voice in the transportation planning process.
- Educate the public about the benefits and possibilities of rail transit.
- Research rail transit issues so that informed decisions may be made.

Their web site is: www.ggw.org/rrtc.

The "Hojack"

A partial early history of the Rome, Watertown & Ogdensburg Railroad as remembered by an early employee of same was printed in the *New York Central Lines Magazine*, Dec. 1926, pp 84-85, and has been reprinted in Central NY Chapter's *The Green Block*, July 2000.

As a supplement, Richard Palmer has compiled when the various sections of the "Hojack" were abandoned, along with mileposts. Local ones were:

Hannibal to Webster was sold to Ontario Midland, Oct. 15, 1979.

Webster to Windsor Beach; Charlotte to Barker; and Rochester to Windsor Beach were abandoned 1978.

Through passenger service from Oswego to Rochester and Suspension Bridge was discontinued Feb. 2, 1935.

Half Century Review

Tempo jr. of June 2000 has a review of Londons (Ont) General Motors Diesel Division's operation. The first locomotive was delivered August 25, 1950. It's a three page review of interesting history. You can read it in our Library!

Water Problems? We're Not Alone!

Our neighbor chapter, Leatherstocking in Oneonta, also experienced water problems from May rains. #1. Part of their railroad embankment decided to take a swim in the Susquehanna River. It has since been reinforced with six flat car loads of rip-rap. #2. They have a busy beaver that keeps plugging a culvert, resulting in water buildup behind the dam and applying pressure to another section of their embankment. [*Rail Times*, June 2000]

Via Ralph Wulff

Ralph sent several clippings from Canandaigua's *The Daily Messenger*.

The city redesigned its parking lot by City Hall. Previously, some cars would be parked too close to the tracks so a train would have to stop until the owner could be found to move the car; and on occasion, a train would hit a car. (We sometimes had the same problem at Sodus - but should not this Fall.)

The paper has also been soliciting historical pictures. One showed a trolley track running down tree-lined North Main Street. Another showed the crew of a Lehigh Valley train posed with Engine #1806 at Manchester.

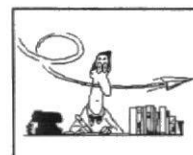
At the Lake Shore Chapter --

The Lake Shore Railway Chapter has been approached by General Electric to store GE's archives of original drawings with stipulation that GE can have access to them when needed. Although enticing, LS does not have suitable storage space, but may consider applying for a grant.

This Chapter sponsored both a Mother's Day and Father's Day "Dinner in the Diner" using their dining car with full course meals on tablecloths. Mother's Day had 48 reservations; Father's Day: 33. Tidy profits resulted from each. [*Lake Shore Timetable*]

N&W J #611 on License Plate?

Several Virginia railroad societies with others were successful in their effort to have Class J #611 symbolized on auto license plates -- IF 350 pre-paid applications are received by the states DMV. [*Potomac Rail News*, July 2000]



The Editor should be off to Ohio the last week of August and first week of September. Early input would be appreciated even

though the September meeting is not until the 21st.

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Chapter Meeting & Program:

**It's Summertime
at the Depot!**

Part III

August 17, 2000

R&GV RR Museum

Route 251

Industry, NY

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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or TXT format, as well as a printed copy. **Deadline: First Day of Each Month.**

Pouring the Restoration Facility Floor!

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab. [Don Shilling]

InterNet (World Wide Web) address:
<http://www.rochnrhs.org/>

R. McKnight	R. McKnight	R. McKnight	R. McKnight	R. McKnight