



# The Semaphore

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

August 2003  
Volume 45, No. 12

## Program for August 21:

### Let's Ride the Rails (Part 3 of 3)

The August get-together will be the last month of the three summer meetings where members and guests can enjoy riding our museum equipment.

Someone will be there by 6:00 to open the facilities. A train should be running shortly thereafter. Sometime during a lull, a short business meeting will be held.

**Visitors are welcome.** This 'open house' per se, is an excellent opportunity to recruit new members into our chapter.

### Library Hours

7 to 9:30 PM

Monday, August 25

Library Phone: 872-4641

### Work Parties on Excursion Train Set

Every Wednesday, Noon to  
Dusk at Webster.

**No reservations necessary!**

### Schedule of Events

August 23-24 (Sat. & Sun.)

"Diesel Days"

Oct 28 (Sun.)

Last day of Joint Operations. Track car rides end.

### Check your Address Label!

Please check your address on the label and notify Bob Miner (671-3589 <Alfred\_M\_2002@yahoo.com>) He is trying to get the mailing list error free. He has several labels that, according to the USPS, are incorrect but get delivered anyway.

Address **changes** should be sent to Janet Dittmer, 983 N. Winton Rd, Rochester, NY 14609-6824, so she can forward them to the National office. She in turn will notify the mailing crew.

### Chapter to Hold Fund-Raiser Deadline: Aug. 21

by Jesse Marks

The Rochester Chapter will be holding a fund-raiser drawing at the August Chapter meeting to award 2 ticket vouchers to 2 winners. The vouchers are good for one complimentary trip aboard the Adirondack Scenic Railroad's Utica-Thendara Wilderness Adventure. The vouchers (which are not tickets) are turned in at the ticket agent's office to obtain the real tickets. Each voucher is limited to 2 people each. Thus a family of 4 can take a ride with the use of 2 vouchers. All four vouchers expire on 12-31-2003.

**To enter the drawing here are the details:**

Each ticket is \$1.00 and there is no limit on how many you can buy. Each ticket has 2 parts, the first half is filled out with your name and phone number, I will keep that half. The other half is your "receipt" which you will keep as proof of purchase. If you are the winner you will be contacted by phone.

You can purchase tickets at the August 21 meeting, or by mail. To obtain ticket(s) by mail send the correct amount of money for how many you wish to purchase to my address (shown below). If you like you can send the money in check form (for larger amounts) or send cash (smaller amounts). **Note:** If writing a check please make it out to: Rochester Chapter NRHS

Please give your name, address, and phone number as well. I will fill out the tickets with the appropriate info. You will then receive a "receipt half" for each ticket by mail.

My address is:

Jesse Marks

328 Lawton Rd.

Hilton, NY 14468

**All the proceeds will go towards restoring the Chapter's B&M (WAG) snowplow which sits outside the Restoration Building.** (B&M snowplow article on Page 3)

If you have any questions my phone number is 637-4271 or e-mail at: cmarks@frontiernet.net.

### Time for "Workin' on the Railroad"

by Dale Hartnett

**Diesel Days are fast approaching (Saturday and Sunday, August 23 and 24) and we need qualified crews and backups!**

It's our biggest weekend of the year at the Rochester and Genesee Valley Railroad Museum and we need conductors, car hosts and greeters for both days.

You can sign up for both days or just one day.

We'll start with a safety and operational briefing each morning at 10:15 AM at the Industry Depot (please be prompt). We'll continue until the last guests have departed and the equipment is put away (generally between 5:30 and 6 PM).

If you can help, contact Dale Hartnett at 585/243-0139 or dhartnet@foxrochester.com with your availability and interests.

Please note: Conductor positions are available for those who have completed the "Book of Rules" class in the past 12 months and have completed on-the-ground training.

The wearing of our "Diesel Days" T-shirts adds to the cohesiveness of this event. Shirts will be available at the August meeting or see article on Page 3.

### Time to Celebrate Our Summer!

by Dale Hartnett

Our traditional "End of Summer Picnic" returns **Saturday, September 6** at the Rochester & Genesee Valley Railroad Museum.

All Chapter members, volunteers and their guests are invited! (For safety reasons, we ask that you not bring small children).

The event starts at 1 PM with food, followed by train rides.

We'll provide the meat, sweet corn and drinks. Cost is only \$5 per person. We ask that each family/person bring a snack or dish to pass.

Please contact Dale Hartnett (585/243-0139 or dhartnet@foxrochester.com) by Saturday, August 30 if you plan to attend so that we can have a rough head count.

Also, please contact Dale if you'd like to help organize the picnic.

**Track Car Assignments** (\* is primary track car that day)

Date	TC-3 Operator	Relief Operator
<u>TC-1 Operator</u>		
<b>August 10:</b> Harris	VanHorn *	Lusk
<b>August 17:</b> Dunham *	Achilles	Peet
<b>August 23:</b> Russell	McCabe *	Roque
<b>August 24:</b> Irvine *	Saul	Roque
<b>August 31:</b> Dettman	Gillette *	Peet
<b>September 7:</b>	Russell	Soble

**Depot Guides Schedule****Aug. 10:**

Rick Wagner, 494-1581  
Tony Mittiga, 442-0559

**Aug. 17:**

Tom Saul, 663-4151  
Kevin & Coleen Griffith, 264-9934

**Aug. 23:**

R.I.T. Train Club Members

**Aug 24:**

DeWain Feller, 527-9619  
Joe Werner, 321-1876

**Aug. 31:**

Tom & Tony Way, 482-4787

**Sep. 7:**

Matt Metzger, 377-3521  
Debbie Pupo, 377-3521

**Sep. 14: Open**

John Hasselwander, 663-0917

**Sept. 21: Open****Sept. 28: Open**

Don Shilling, 381-3171  
Bob Gullo, 624-5692

**Oct. 5: Open****Oct 12: Open**

R.I.T. Train Club Members

**Oct 19:**

Jack Matsik, 442-6269

**Oct 26:**

Harold Russell, 427-9159  
Dale Hartnett, 243-0139

**NOTE:** If you can not honor your time slot, please exchange with someone further down the list. Call Don Shilling at 381-3171 to fill one of the "open" time slots. You will enjoy talking with our visitors.

**Lewis Bracey**

Lewis Bracey passed away on July 28 at the age of 81. He is survived by two brothers and other relatives.

His father was a porter for the railroad. He was an active Chapter member in the 1960s-80s, and enjoyed riding the many train excursions that were possible at that time. According to the extensive obituary in the *Democrat & Chronicle* of Aug. 3<sup>rd</sup> he was active in recording African-American history to the point of forming, with a partner, the business: Frederick Douglass Associates for that purpose.

**For the Record**

The following volunteers have been Depot guides prior to August 3<sup>rd</sup>.

May 18: Ira Cohen, Anthony Schalk

May 25: Don Shilling, Dave Peet

June 1: Gale Smith, Dick Anderson

June 8: George Bauerschmidt, Steve Oagley

June 15: Lynn Heintz, John Weber

June 22: Rick Israelson, Chris Kingsley

June 29: Tom & Tony Way

July 6: Bill Blaes

July 13: Ted Miller, Mike Root

July 20: Dan Gottler, Bob Moore

July 27: Tom & Tony Way

Aug. 3: Jim East, Al O'Brien

**Contributors to this issue**

Janet Dittmer, Dale Hartnett, Chris Hauf, Dave Luca, Jesse Marks, John Redden, Charles Robinson, Harold Russell, David Shields, Jeremy Tuke, Rand Warner

**Membership Report**

*Janet Dittmer, Chair*

**Welcome to these New Members:****Charles A. Bommele**

813 Dewitt Rd.  
Webster, NY 14580  
671-0774

Interested in Museum operations; Track car driver

**Michael P. Lusk**

5193 Old West Lake Rd.  
Honeoye, NY 14471  
229-0201;

<nightmoves296150@hotmail.com> [no "-"]

Interested in Trips; Museum operations;  
Track car driver

**Address Changes:** [update your roster!]**Richard Israelson**

PO Box 516, Lima, NY 14485  
582-2075; <RickLeeRS3@AOL.com>

**Ryan Kane**

730 Calm Lake Circle, Apt. A, Rochester,  
NY 14613  
621-6294.

**Brooks Parker**

1719 Puddintown Rd.  
State College, PA 16801  
<brookswhitmoreparker@hotmail.com>

**Recently Renewed:****Lewis Bracey**

125 St. Paul St., Apr. 1120

**A Note from Harold Russell**

Harold received many photographs as well as a set of engineering drawings and some first hand information on how the bridge operate as the result of his request in the July issue of *The Semaphore*.

Now he is attempting to fill a request from a national magazine for drawing of our NY 19000 series cabooses. I am preparing these. Anyone who has photographs of this type of caboose is invited to send them to me for inclusion with the drawings. Payment will be made by the magazine to you on publication.

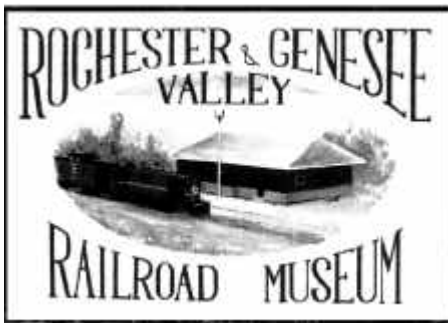
Contact Harold at 585-427-9159 or <haroldrussell@juno.com>.

**Got Milk?**

*by Rand Warner*

We've all seen the cute billboards and bumper stickers for drinking more milk.

How about creating some stickers appropriate to R&GVRRM (and NYMT). You'll find examples throughout this issue.



## Managers

**Railroad:** (Motive, Rolling stock, MOW, ROW)

**Chris Hauf:** 381-8583; crhauf@frontiernet.net

**Infrastructure:** (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

**Dave Luca:** 288-0318; daveluca@frontiernet.net

**Visitor Experience:** (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

**Dale Hartnett:** 243-0139; dhartnet@wuhf.sbgnnet.com

## Museum Musings

*by Dale Hartnett*

### **NYMT Unveils Redecorated Gift Shop and Ticket Counter.**

*by Jeremy Tuke*

Sunday August 2 marked the opening of the NYMT's newly redecorated gift shop and ticket counter. Visitors will be treated to well-displayed items in new counters and merchandisers, and a new customer and volunteer-friendly ticket counter. The main entrance area of the NYMT that serves and the gift shop and ticket selling area is also newly-carpeted and well lit. Several displays are also featured in the room.

As always, your help is needed to help staff this shop and ticket counter on Sundays, and also on the Saturday of the upcoming Diesel Days event on Saturday August 23. If you would like to volunteer please contact Bob Miner at 671-3589 or Jim Dierks at 473-5508.

### **Boston & Maine (WAG) Snowplow to be Restored**

*by Jesse Marks*

If you haven't been near the Boston and Maine snowplow lately, you might have missed the work that has already begun on it. During mid-July, a project was started to restore the outside portion of the plow. The entire plow is in desperate need of attention. A lot of the wood needs to be replaced and a new paint scheme applied. Last summer, a new roof was put on to stop the many leaks it once had. This was a major improvement to successfully save the plow from any more deterioration. Now the rest of the plow must be restored. We're hoping to have the main body of the plow painted and weather proofed by mid fall. There is still work to go before it is completely finished. If you would like to help out in supporting the restoration of the plow, there will be an opportunity to do so during the August chapter meeting. (See Page 1)

**GOT TRACK CARS?**

Have you ever felt like you've walked into a haunted house?

That's a bit of the feeling I had one afternoon while on my summer vacation.

I had driven a bit out of my way to visit a transportation museum that I had heard about but never visited before.

The unnamed museum was open when I got there...wide open.

I followed the signs to the visitors' entrance and walked in. Nobody there to greet me. Nobody there to take my money. Nobody there to point out any unusual items of which I should take note.

I called out "hello" and got no response. I nosed around the display area, boarded some open equipment, glanced quickly at a couple of displays and left.

It was an eerie feeling. Frankly, I couldn't tell if the facility was truly a museum or a club in which I was a trespasser. I doubt I will return soon.

That brings us to the Rochester & Genesee Valley Railroad Museum.

I know that we always have two guides

scheduled for our weekend hours.

Hopefully, our guides meet our guests and engage them from the moment their track car arrives.

Hopefully, our guides maintain close contact with our guests. This means more than being physically present. This means interacting with our guests in a meaningful way.

Hopefully, we are happy to meet our guests and express our joy to them by thanking them for visiting us.

Hopefully, we invite our guests to return to us for another visit or as a volunteer.

I'm extremely pleased with and proud of the job that most of our guides do.

To us, our museum is a collection of interesting artifacts. That's not necessarily the case for our guests.

To our guests, the question is, "Did I enjoy myself" and "Would I recommend this to a friend."

The first step to a "yes" answer in both cases is to make sure that there's "somebody home" when guests arrive.

### **"Diesel Days" T-shirts Available**

*by Chris Hauf*

At Diesel Days, volunteers are asked to wear their yellow Diesel Days Train Crew T-shirts. A shirt from any of the past three years or a new shirt from this year will work just fine so long as its clean. A very limited supply of 2003 shirts and a few shirts from previous years will be available starting at the August Chapter meeting for those who might not have one and want one to wear for the event. The cost is \$10.00 per shirt up to adult XL. XXL and larger are \$12.00. Our yellow shirts allow the public to know exactly who the train crews and museum volunteers are. Plus, it makes Diesel Days look like the real team effort that it is! For any T-shirts questions, please contact Chris Hauf (381-8583, crhauf@rochnrhs.org).

### **Thanks to ...**

**Steve Huse** and **Rand Warner** for logging equipment for track clearing on OMID "outreach" project.

**Rand Warner** for brakeman's lantern, heavy SIOUX angle grinder, new tarp for 250 kw ONAN generator set, Zerk grease fittings, etc.

**Norm Shaddick** for helping us acquire a 4-drawer file cabinet.

**Rand Warner** for donating survey and grade foreman instruments, including 2 much-needed K&E lock levels.

**Mike Dow** for wiring signals on the main line.

**GOT TROLLEYS?**

## One Man Impacts

by Rand Warner

### Scott Gleason

In one sitting, Scott painted our neighbor's flag pole, painted the semaphore mast on the hill block, and cleaned the eaves of leaves along the east side of the Restoration Building — all using our bucket truck.

Then he parked all our overhead line crew equipment trucks long the west side of the LA&L RR tracks. Nice day's work, Scott!

### Bob Mader

Bob has recently changed out the clutch, which was slipping badly, on the track motor car #4 (MaderMobile) that we use constantly for M.O.W. support.

He has also rehabbed one of our good Georgia Buggy's back into useful operation again, changing out the generator, etc.

Bob keeps our Farmall Cub tractor and Woods mower in operating condition. The unit has gotten considerable use this year, mowing along our main line right-of-way and along the west side of the LA&L RR tracks.

Bob has also readjusted the brakes on our Ford fork lift tractor so they really bite.

Thanks a lot, Bob!

## Prototype Paperwork

by Rand Warner

Thanks to Otto Vandrak for making up prototype R&GVRM hard copy and computer disc masters for Train Orders, Switch Lists, Way Bills, and Bad Order tags; to add authenticity, realism, and credibility to our R&GVRM operations.

Computer masters have been turned over to Chris Hauf for safe keeping, recording, and any potential future additions, updates, or changes.

These forms will be reproduced in quantity on appropriate colored paper stock and made available to our R&GVRM operations personnel.

The forms were adapted from earlier forms Otto had made up for the RIT Model RR Club where he has long been an active member and operator.

The RIT Model RR Club forms were in turn adapted from authentic railroad forms used by fallen flag railroads from the local Rochester area.

A very nice touch, Otto, that is much appreciated, and will provide and enhance our interest, enjoyment, and understanding of prototype railroad operations.

**GOT DIESELS?**



Maintenance is always ongoing around the R&GV Railroad Museum. Luckily some things are made easier by our extensive in house capabilities. Here we see Scott Gleason using one of our bucket trucks to clean the gutters on the Restoration Building. The bucket truck makes this work a lot easier and a lot safer.

(Photo and caption by Chris Hauf)

## OMID Outreach

by Rand Warner

Ontario Midland Railroad was very hard hit by the 2003 Ice Storm. With help from other regional area shortlines, they were able to dig out in a week; to clear lines, sufficient to pass locos and freight cars to restore freight service.

To run passenger service again, requires greater clearance to obstructions and over hangers than is required for freight.

Dave Luca organized a work party for Saturday, July 26, after hi-railing the line with OMID personnel and Randy Bogucki the week before.

Charles Harshbarger, with OMID's Hyrail truck and logging tools, was assisted by Dave Luca, Tony Mitiga, Luke Irvine, Steve Huse, and Rand Warner.

We cleared trees, logs and brush back 10 feet from the rails on both sides of the track, going south and north from Quarry Road, through some of the worst affect areas on OMID's line.

On Saturday, August 9 Dave Luca organized another group of workers to continue in this effort.

## Noon to Dusk —

— that is the Wednesday schedule for work on the Excursion cars in Webster. **YOU** are most welcome to assist!

## Track Attack

by Rand Warner

Randy Bogucki and Mark Pappalardo are changing out main line ties and NYMT switch timbers, assisted by Tony Mittiga and Rand Warner.

Former Switch #7 is now completely disassembled — to be reinstalled north of the Restoration Building. All metal hardware is stock piled on pallets. All ties and timbers will be stockpiled next to be berm, using Bay City Model 65 crane.

Randy has rehabbed his manual ballast cleaner and is now working on a zero pressure boiler to steam-sterilize our weeds on the right-of-way. The boiler will be mounted on a track car, rail car, or locomotive, with swinging booms and nozzles.

Charles Harsbarger and Jim Johnson have consolidated track materials from the intermediate level (above the Depot and below the Barn). This has yielded a complete 80# DU switch assembly.

Charles Lowe of NYMT has unearthed a long lost culvert drain at NYMT, near the loading track area by the NYMT barn. Good find.

Dave Luca has been mowing and weedwacking along our main line right-of-way, and has also been keeping close watch on our drainage ditches and drainage culverts.

The re-elevation of the outer west rail at Switch #5 is paying dividends on steering locomotives, etc. through that curved switch area. Now we need to apply this same great precedent to the rest of the curves going north on our main line. Great job Randy

## Siding Sightings

by Rand Warner

We have at least two new industrial/commercial sidings being installed for service in the Rochester regional area:

1. At Caledonia, on the R&S/G&W line, a transloading and storage facility is being set up for feed and fertilizer. You can see the new construction from NYS Routes 5 & 20 by the G&W crossing.

2. North of Avon, on the LA&L RR, along East River Road, another transloading and storage facility for feed and fertilizer is going in, just north of Star Headlite & Lantern Co.

Does anyone know of any other new siding construction in our area? On OMID, ONTC, A&A, FLRR (Falls Line Railroad), FLRR (Finger Lakes Railroad), R&S, G&W, B&R, B&H, WNY&PA, etc.?

## Motive Power Update

by John Redden

### Diesel Locomotives

We currently have five out of seven diesels in-service for use on our Museum Railroad. In recent weeks, all five have been used variously for switching, maintenance, training, and demonstration runs. We hope to have the other two remaining units back in service later this Summer.

Several locomotives have had their batteries serviced this month. Dave Luca and Chris Hauf have checked out and topped-off the batteries for the 211. Norm Shaddick is taking care of batteries on the EK-6 and the 1843. And Chris serviced the batteries on the EK-9. NKP-79 got a jump start, courtesy of Norm Shaddick and the EK-6.

The 211 had a varmint infestation some time in the past several weeks. Dave Luca discovered this, and cleaned out the large quantity of "material" from the cab and cabinets of the 211.

Chris Hauf checked all air valves on all air tanks of the EK-9, and made sure all were working properly. He also made sure all tanks and the air compressor intercooler were free of condensation. Chris installed a flashlight in EK9's cab for use on the locomotive and researched the availability of new boots for the traction motor blower air ducts between the trucks and the frame. Several possibilities have been found, but input is always welcome. John Redden worked under the EK-9 and lubricated all eight traction motor suspension bearings. This was done with the assistance of many people, who helped greatly by handing in tools, flashlights and so forth. The commutators and brushes for traction motors one and two were also inspected, with the assistance of several people.

Norm Shaddick and John Redden replaced the flexible air brake hoses that run from the chassis to the trucks on the 1843.

Work continues on the restoration of the 1941 electrical components. Special thanks to Dick Holbert, Neil Bellenger, and Jim Johnson. Thanks to their talented work, we will have a new battery charger installed on a new shelf, as well as new battery cables, in the near future.

### Gasoline Locomotives

John Redden has removed several parts of the sander linkage on the Plymouth BL industrial switcher. These parts have been taken to one of our "home shops" for rehabilitation.

**GOT STEAM?**

## Construction

by Joe Scanlon

The Manitou Mack truck has been busy doing heavy hauling around the museum. Art Mummery and Jim Cimino got the Mack running good, got the brakes working and set the 24-foot flat bed body on it. Dan Waterstraat, Ryan Johnson and Joe Scanlon aligned the body and installed the channel iron and U-bolts to hold it in place.

Next the truck was taken up on the hill and loaded with two sets of freight trucks from the area where we're going to build our fill during the big dig. The Army 25-ton crane handled the freight trucks with no problem. The Manitou Mack handled the 10-ton load with no problem.

On the first Saturday in August the load was delivered to the storage track on the North end of the lower level and unloaded with our Northwest Model 25 crawler crane.

This exercise was a good example of what we are able to accomplish with our fleet of heavy equipment. This project utilized a Mack truck and a Northwest crane that have been at the museum for a few years before being put to work, but boy, did they come in handy! Thanks to all who helped with this work! For those of you who were there, it



Loading up! The first set of freight car trucks is in position, with the Army 25-ton crane, on the new flat bed now attached to our former Manitou Mack. These trucks along with another set have already been moved to the new truck storage track in the lower yard. (Caption and photos by Chris Hauf)

## Wanted

- Small, medium or large wooden barrels in good condition to use around the museum property for trash cans, track parts, back drops, freight platforms, baggage carts, and authentic "litter".
- Cantilever car jacks for working on railroad equipment at Museum or for Excursion Train Set.
- Rail skates for blocking rail cars when parked.
- Wheel chocks for blocking construction equipment when parked.
- High or low profile track jacks in good working order – single or double action styes – aluminum.
- Wheel stops that attach to dead end of rail spurs and sidings.
- Good serviceable 6" x 8" ties and switch timbers, relay grade or better.
- Concrete rubble for rip-rap on our west facing embankments.
- Track ballast: clean #3A crushed stone in truck load lots.

## RIT Fall Train Show

Members of RIT's Model Railroad Club will hold their Fall Show on Sunday, October 19 10:00 AM to 3:30 PM at Rochester Institute of Technology's Student Union in Henrietta, NY. Admission is \$3 - adults; \$2 - Seniors and Students; Children under 12 - Free.

Several members of the Club are members of the Chapter and participate in our activities, such as Depot Guides.

## Amtrak to stop at NYS Fair

Amtrak trains (except the *Lakeshore Limited*) will stop the New York State Fairgrounds in Syracuse. Details are available at the local depot or from [www.amtrak.com](http://www.amtrak.com).

A look at their internet schedule shows:  
 #248 (Mon-Fri) lvs Rochester at 7:37 am  
 #288 (Sat-Sun) lvs Rochester at 9:37 am  
 #287 (Mon-Fri) lvs Syracuse at 4:17 pm  
 #285 (Sat-Sun) lvs Syracuse at 6:25 pm  
 #283 (Daily) lvs Syracuse at 7:02 pm.

Also, a 20% off the lowest available adult rail fare and up to two free kids (age 10 and under) per paid adult. The Reservation code is: X530. [*The ESPA Express*, Jul/Aug '03]

The Fair runs from August 21- Septem-

**GOT CRITTERS?**

What other titles can you suggest? Who's got the software?

## Electrification

Coordinator: Rand Warner

### Trolley Power Substation

We are continuing to explore options for the hook-up of commercial, three-phase Niagara-Mohawk power. The big concern here is to minimize overall project cost: both for one-time construction, and also for on going operations. To that end, we have had more meetings and discussions with various NiMo technical, service, management, and administrative personnel, and have also had in two commercial/industrial electrical contractors to further define and cost out different options. We are striving to keep the overall cost of the substation in the range of \$10,000, and this is turning out to be a VERY considerable challenge.

### Double-Bonding of Rail Joints

We have started double-bonding our return current path at all track joints. This provides increased safety and reliability, and also reduces voltage drop to the end of the line. Joints are being bonded starting next to the NYMT barn where the power feed comes in, and working around the NYMT loop track, past the boarding area, and then down the hill, past Giles Crossing, toward the loop switch.

The first priority will be to get all the track under our currently functional overhead double-bonded. Then we will do the extension through the S-curves and the South loop leg, and the NYMT barn trackage. We have obtained additional tooling, and will be ordering additional rail bond kits as we continue through each phase of this critical effort that is required before regular passenger service can begin with the trolleys.

### Trolley Operations Safety Meeting

A join R&GVRM/NYMT safety meeting was held on June 17<sup>th</sup> at NYMT to review safety issues associated with the new-to-be substation in particular, and the entire trolley operation in general.

Rand Warner, Dick Holbert, Jim Johnson and Charles Harshbarger provided input materials, briefings, discussion, handouts, and exhibits.

The meeting was attended by NYMT Board Personnel, and a good discussion and awareness was raised through the meeting.

No significant changes to existing plans were identified at the meeting, but much good input and dialogue was accomplished.

### Overhead Wire Work Push Car

Charlie Lowe of NYMT has started work on a dedicated, permanently available, overhead wire work car, using a 4-wheel push car

donated by Walter Morey. This car can be attached to a track motor car, moved by hand, or attached to a self-powered MOW piece of equipment. The car will have a scaffold, and platform with railing, at proper height to reach our trolley contact wire and supporting overhead structure. The car will have its own braking/lockdown system to provide for personal safety when working on hills and/or banked curves. We'll be looking forward to the convenience of this new piece of trolley maintenance equipment. All our local trolley and interurban lines had something like this for construction and/or maintenance, so the car will be a prototype addition!

## Traction Action

by Rand Warner

### Rochester, Buffalo & Lockport Interurban #206

Bernie Cubitt and Dick Bean have dug out and painted the truss rods we removed from Pittsburg equipment. The queen posts will probably be next to be refurbished. Paul Kron has threaded a number of cross tie rods that Bernie is reinstalling in the car's underframeing. Rand Warner is pursuing options on electrical equipment, foreign and domestic.

### Rochester Subway Car #60 NYS Railways

Rand Warner and Charlie Lowe of NYMT have reviewed metal work rehab for the car and Charlie has suggested some alternate repair strategies using bolted vs. welded joint. Evaluation of construction options, and related vendor quotations, is continuing.

### Rochester City Lines Car #437 (NYMT)

Charlie Lowe has spearheaded the relocation of this car body onto an appropriate set of trucks obtained from California with motors from Japan. He is currently installing home-made shims at the bolster joints to get the proper car height and clearance.

### Philadelphia & Western Cars #161 and #163 (NYMT)

A number of NYMT personnel are participating in getting the set of two sister cars into shape to provide the backbone of base-service for our trolley operations for visitors. One car will be prime and one car backup, and these assignments can be alternated each month.

(Editor: While working at the NYMT's ticket desk on a recent Sunday, there were several inquiries about if the trolley was going to operate this year.)

## The News Butcher

by Harold Russell

While I was doing some research the other day at our Webster Library, I found an old newspaper that contained information on the news butcher. Today, I suspect not one person in a thousand knows what a news butcher was or ever saw one.

The railroad lingo dictionary from the [Internet](http://www.railroadextra.com/glossary1.html) <[www.railroadextra.com/glossary1.html](http://www.railroadextra.com/glossary1.html)> defines the expression as:

'A peddler who sells newspapers, magazines, candy, fruit, etc., in trains'. Thomas Edison in his youth was a news butchers and became deaf when a conductor boxed his ears for accidentally starting a fire while experimenting in a baggage car.

This is what I learned from the Rev. W. George Thornton's article in that 1987 newspaper.

Young men, known as *news butchers* were the purveyors of food and drink aboard passenger trains -- especially excursion trains. They would walk the aisles hawking their wares that were displayed in a tray hung around their necks. One of their tricks was to drain the drinking water containers that were located at the ends of each car. Once the train got underway, the *news butchers* would graciously pass out small packages of salted peanuts.

Once summer heat and the salt took their effect, giving the passengers a great thirst, the *butchers* would work the train with a beverage they had concocted in a barrel in the baggage car. This "refreshment" was sold as lemonade and was mostly water to which a small amount of citric acid and a very thin lemon slice were added. The barrel of water for the "drinks" was kept cold by suspending it through the hatch of the tender's water tank. Or, some suspect, that the tender water was used directly.

Along with the *butchers*, various card-sharps and gamblers would mingle with the passengers. The gullible were easy targets for a myriad of card and shell games.

### Buffalo's Trash Train Departing —

— in sections. Residents of a Buffalo neighborhood have endured the smells and flies from 400 cars of trash in a rail yard since December. The trash came from New York city area. It was to have been trucked to a Niagara Falls landfill site, but this site refused to accept it for lack of payments by the contractor. A new site has been found and the first train departed July 23 to the new location. [*American Rail Link*, Issue 121, a web page]

## Kinzua Viaduct Collapses

*Editor: The following is taken from the July 2003 issue of The Lake Shore Timetable, a publication of the Lake Shore Railway Historical Society of North East, PA.*

"McKean County, PA - Residents are mourning the collapse of the Kinzua Viaduct 3:15 p.m. Monday, July 21, during heavy thunderstorms and winds clocked as high as 80 mph. The bridge was the area's major tourist draw and up until its closure last summer, the Knox & Kane railroad ran its rail trips across the bridge. Citing deteriorating towers, the Pennsylvania Department of Conservation and Natural Resources closed the bridge to rail traffic and subsequently pedestrian traffic after bridge inspections revealed substantial erosion of the lower portions of the towers due to corrosion.

"Contractor W.M. Rode of Newsomertown, OH was in the process of performing \$3.9 million in repairs to the bridge. Eleven of the bridge's towers collapsed, leaving six remaining in south end and three towers on the north end of the bridge. It was rumored that the repairs which had already been effected were performed on the ends of the bridge. The visitor's pavilion, observation deck and picnic area were evidently destroyed in the same windstorm. Northwestern Pennsylvania had been experiencing heavy rains and high winds most of the day Monday. Greg Strecht, regional engineer for the DCNR, said about 50 percent of the bridge is down. Eugene Conross, chief engineer with DCNR said, "Where the concrete pedestals are - it

snapped right off there at the bottom. It went right over at the concrete piers."

"By Tuesday, engineers were on the site examining the bridge's remains and remaining standing structure. McKean County residents are hopeful that the bridge might be reconstructed. LSRHS member Ray Grabowski, Jr. visited what he could of the site on Tuesday. Many of the area roads were blocked due to down trees and power lines, rockslides and high water. High security was in place at all access points to the bridge and state park. State Rep. Martin Causer said, "That's so crucial to our tourism. We've been pushing hard for rehabilitation." Linda Devlin of the Allegheny National Forest Vacation Bureau said, "After how many years of talking about it, it's finally happening. It was being repaired. We were at the point where we were going uphill."

The original Kinzua Viaduct was built by the Erie Railroad in 1882. At that time, the towers were constructed of wrought iron. These towers were replaced by steel towers of the same design in 1900. The bridge was 2,053 feet long, 301 feet high and weighed in at 6,715,000 pounds. At one time it was hailed as the "Eighth Wonder of the World". In its heyday, the bridge could support a 500+ ton "Big Boy" locomotive. The bridge was closed in the late 1950's due to a decline in rail traffic and also to a weakening of the bridge. Kinzua Bridge State Park was opened in 1970 and the bridge and its surroundings were placed on the National Register of Historic Engineering Landmarks. Before its collapse, the bridge was still the fourth

largest railroad trestle in the world.

Wednesday, July 23: Today the National Weather Service confirmed that a tornado with winds in excess of 100 mph struck the area around the Kinzua Viaduct. A decision on whether or not to rebuild the bridge has not been made at this time. Gretchen Leslie, press secretary for the DCNR said that preliminary estimates for rebuilding the bridge range between \$25-\$35 million.

(from reports by Ray Grabowski, Jr., "The Bradford Era" and the "Erie Times-News")"

\*\*\*\*\*

This newsletter also has an overall view of the bridge collapse. It shows the three and nine towers remaining and NOTHING in between! Also, the photo shows where the tornado leveled a path of trees before reaching the bridge. This newsletter will be on file at the Chapter's Library.

It was about six years ago, that a number of chapter members enjoyed a bus trip to ride the Knox and Kane Railroad train over this viaduct.

One of the web pages about the bridge is: [venangoil.com/bridgeskinzua.html](http://venangoil.com/bridgeskinzua.html). Many photos and write-ups. If you have a problem with this URL, then try a search on Google.com.

## Sterling Historical Society to move RR Signal Tower to their Museum

*by David Shields*

The Sterling Historical Society on July 24, 2003, formed sub-committees to plan the moving the Sterling Junction railroad tower to the their Museum in Sterling. The owner of the tower has offered to donate it to the Society.

I am a member of the and volunteered to work on the moving aspects. I would appreciate any support from chapter members to help preserve this building.

The railroad tower was originally at Sterling Junction where the New York Central (Hojak) crossed the Lehigh Valley. The Lehigh Valley continued north to Fair Haven where a coal trestle was built by the railroad to load ships. The last train went to Fair Haven in 1953.

Please let me know if you or anyone you know might be interested in helping in any way with this project. I can be reached at home at night at 359-2914, or at anytime on my pager at 527-4077. Thank you in advance for your help.



On August 3rd, the joint museum's hosted another special event - "Gandy Dancer Day", which demonstrated how the railroad track work was and still is performed around the museums. Here we see our gandy dancers using the newly restored Fairmont track crane to demonstrate the lifting and movement of railroad tie into position to a group of museum visitors. In the background is Randy Bogucki's recently constructed ballast cleaner. (Photo by Chris Hauf)

Rochester Chapter National Railway Historical Society  
**The Semaphore**  
 P.O. Box 23326  
 Rochester, NY 14692-3326

Non Profit Org.  
**U.S. Postage**  
**PAID**  
 Rochester, NY  
 Permit #826

Chapter Meeting & Program:  
**Let's Ride the Rails!**  
 6 PM til ?  
**Tuesday, August 21, 2003**  
 @ R&GV RM Depot  
 Route NYS 251  
 Rush, NY

**The Semaphore** is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$8.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

**Rochester Chapter NRHS Officers:**

*President:* Jeremy Tuke  
*Vice President:* Steve Oagley  
*Treasurer:* Dave Luca  
*Recording Secretary:* Ron Amberger  
*Correspondence Sec.:* Chris Hauf  
*National Director:* Bob Miner

**Trustees:** Randy Bogucki, Charles Harshbarger, Dale Hartnett, John Kernan, Bob Mader and Harold Russell.

**The Semaphore Staff:**

*Editor:* Gale Smith  
*Printing:* Bob Miner/Gale Smith/Jerry Gillette

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: (585) 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. Also can send by e-mail to: gale299@frontiernet.net. **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] (Each block indicates \$1,000)

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