



The Semaphore

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

July 2004
Volume 46, No. 11

Program for July 15:

Fun time at the Depot!

Riding Our Own Railroad!!

Session #2

You are invited to come out on Thursday, July 15, anytime after 6 PM, to the **Industry Depot on NYS Route 251** to enjoy the "fun"(work?) that our Chapter volunteers have perfected over the years!

Please invite your friends and neighbors to join us. They may enjoy the occasion and become interested in joining the Chapter! We discourage the presence of small children; if present, small children must be *constantly* supervised.

At the June meeting, there were about a dozen attendees from the Rochester Model RR Club and Genesee Society of Model Engineers. An invitation has been sent to other modeling groups for the July meeting.

MUSEUM MUSINGS

by Dale Hartnett

Did your mother ever tell you, "Many hands make light work"? It was true when you were growing up and it's still true today.

For years, Don Shilling used to ask every Chapter member to commit one Sunday to being a Depot Guide at our Museum. We didn't put it quite that way this year - until now.

Frankly, we've had trouble staffing our Museum for Sunday tours. Sometimes we only have had one person on duty. Other weekends, we've been dangerously close to not being able to open at all.

If you have been working as a Depot Guide on Sundays or for the many weekday tour groups, thank you for your generous help!

If you have not yet signed up, please contact Dave Peet right now (586-8964 or davepeet97@frontiernet.net). We have many slots available and could really use your

help. Not only will you be helping the guests you greet, you will also make the load lighter for the volunteers who have been holding down the fort this year.

Never been a Depot Guide?

Here are a few things you might want to know:

* Duty is Sundays, arriving by 10:45 AM. You can generally leave at 5 PM.

* We have materials to help you learn what to do and say.

* You can request to be scheduled with an experienced Depot Guide, if you like.

* You don't have to be an expert at everything. However, with a minimum of training plus what you probably already know, you will be far ahead of most of our guests.

* It's a lot of fun and you get to hear many interesting stories. (The experience is frequently worth it just for the stories!)

Many hands make for light work. Would you give us a hand?

Future Programs

by Harold Russell

August: Meeting will be had at the **R&GV RR Museum's Depot** in Industry. Program will be what the Motive Power Team will put together for our enjoyment.

September 18: *Pennsylvania Railroad's Elmira Branch* by author Bill Caloroso.

October 21: A speaker from Utica and Mohawk Valley NRHS.

November 21: *Oil Creek Railroad* by Dick Senges.

December 16: *Railroads of the Southern Tier* by Fred Trumbore

U&M Chapter to tour our museums on Saturday, July 17

Utica & Mohawk Valley Chapter plans to visit R&GVRRM and NYMT Sat., July 17.

Chapter members will leave by bus from Utica Union Station at 6:30 PM. First they will go to Medina to tour the GVT Railroad, and the Medina Railroad Museum.

Around Noon, they will stop in LeRoy to have lunch at D&R Depot Station restaurant (former BR&P, B&O, CSX depot).

About 3 PM they should arrive at NYMT for a tour and then track car rides to our R&GV RR museum for the final event of the day.

Let's extend a 'hearty welcome' to our fellow NRHS Chapter members. Maybe in not the too far future we can arrange a tour to Utica and Syracuse Chapters and areas.

Chapter Library

11 May Street (by OMID Tracks) in Webster

Hours: 7:00 to 9:30 PM
Monday, July 19, 2004

Library Phone: 872-4641

Welcome - Come and



President Jeremy Tuke holds a quick membership meeting during the June Chapter meeting at the Diesel Days meeting point. After the meeting, members were taken by track car to tour the NYMT which was open for the meeting. (Chris Hauf photo and caption)

Track Car Operators

Weekend scheduling is done by Harold Russell, telephone 427-9159 or e-mail to: haroldrussell@juno.com. Check your calendars now and see which dates you can operate. You will be contacted by him using E-mail or US mail.

Dave Soble does the weekday scheduling. He will contact the operators who are available weekdays by telephone.

This year we will schedule three operators for weekend operation. Two operators will be assigned to a specific track car each. We would like three operators on Diesel Days.

The third operator will serve two very important functions. He/she will welcome the

riders, give them a little history of the museums, tell them what to expect on their trip and most importantly assist them in boarding and unboarding in a safe manner. The Third Operator will relieve the other track car operators. To assure fairness, the Third Operator is expected to operate each track car third of the available time.

All weekend operators should arrive at NYMT by **10:00 AM**. This will allow you to thoroughly inspect the track car, make any switching moves, and make a safety run to Industry before the first revenue run at 11:30 AM. In some cases the first revenue run may be at 11:00 AM. When this occurs you will be advised to start one-half hour earlier than usual.

Have a fun day and remember that

Track Car Operator's Schedule (thorough Aug. 8)

(All Sunday dates, except where noted)

Date	TC-3	TC-1	Third Operator
July 11	Ed Van Horne	Gale Smith	Ryan Kane
July 17 *	Harold Russell	Gale Smith	
July 18	Bob Achilles	Phil McCabe	Steve Huse
July 25	Joe Werner	Mike Roque'	Jessie Stallone
August 1	Harold Russell	Greg Harris	Phil McCabe
August 8	Bob Mader		

* A Saturday PM date to accommodate visiting Utica & Mohawk Chapter visitors.

I have opportunities open of August 8, 15 and 29. I think you might want to grab these before they are gone.

Depot Guides Schedule

Guides are **urgently** needed for all Sundays in July -- and other Sundays up through October. Please contact Dave Peet at 586-8964, or e-mail to davepeet97@frontiernet.net.

2004 Special Events

July 18 (Sun.) - "Worlds in Miniature" *

August 21-22 (Sat. and Sun.) - "Diesel Days"

October 10 - RIT Day

*Demonstrations/displays at New York Museum of Transportation.

Contributors to this issue

Ron Aberger, Harold Crouch, Janet Dittmer, Dale Hartnett, Chris Hauf, Kevin Klees, Dave Luca, Dave Peet, John Redden, Harold Russell, Norm Shaddick, John Stewart, Rand Warner.

Chris Hauf talks to Syracuse Chapter.

Chris Hauf presented a slide program to the Central New York Chapter in May. In attendance were four members of the Utica and Mohawk Chapter.

Reports in both chapter newsletters were appreciative of the presentation and accomplishments completed by our chapter.

Thanks Chris for "spreading the word" what can be done, and IS DONE, by our dedicated volunteers!

Diesel Days August 21-22

Membership Report

Janet Dittmer, Chairperson

Welcome to this new member:

Patrick Mruzek

2 Thorp St.

Batavia, NY 14020

585-344-0269

Change of Address:

Ralph Wulff

327 Walker Drive

Canandaigua, NY 14424-2373

New e-mail address:

E. Wayne Turnblom

Turnblom@rochester.rr.com

Membership Contact:

Janet Dittmer, Membership Chair

983 N. Winton Rd.

Rochester, NY 14609-6824

<daveluca@frontiernet.net>

Membership Rates:

National + Chapter membership: . \$40

Above as Family membership \$52

Local* \$20

Local as Family*..... \$29

(* Holds National membership

elsewhere)

National only \$20

National as Family only \$23

Subscriptions only: \$8

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? Rochester & Eastern: July 30, 2005

? Rochester Lockport & Buffalo: April 30, 2006

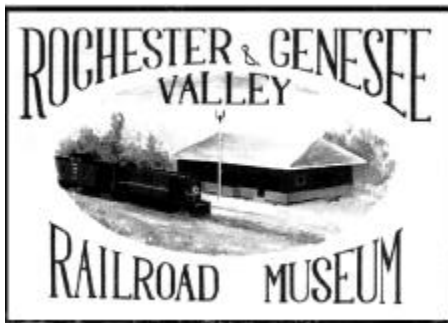
? Rochester & Syracuse: June 28, 2006

50th Anniversary of Closing of Rochester Subway for Passenger Service: June 30, 2006.

We have some time here to plan some significant and appropriate recognition events & Celebrations!!

David Gunn spoke at CERA meeting

Amtrak's President, David Gunn spoke before a meeting of the Central Electric Railfans' Association in Chicago on June 25. Since electric railroads are the special interest of CERA, Mr. Dunn's talk will center around the electrified portions of the rail



Library Report

Charles Robinson, Chairman

The next session at the library for ordinary use is **Monday evening July 19 between 7:00 and 9:30 PM.** *The air conditioning is working so keep cool at the library.* Besides that we have a fabulous tape collection to browse through and check out for home viewing.

Work continues on the large donation in memory of Dick Barrett. Jerry Gillette has done a very complete job of sorting out the periodicals in that collection, cataloging them and placing them on the shelves. Thanks to the Barrett family's donation and Jerry's efforts, the library is assembling a very complete array of railroad and railfan periodicals that is well worth a look. Gale Smith is taking care of the Barrett books that will be shelved in a separate section under Dick's name. Gale has a big job ahead. From what I have seen, the books are in excellent shape. According to Gale, the Barrett collection also contains a large number of unique tapes that will expand the tape choices at the library.

Bill Limburg and David Luca have developed plans to add more shelves to the book room with the above mentioned special section for Dick's books.

The library chairman has stopped the leak in the book room skylight. However do not trust this fix and leave items on the round table. Unfortunately another leak, this time in the periodical room, has emerged in the area where a hole was accidentally punched in the roof during attempts to repair the west cupola last summer. That hole was temporarily patched but is now leaking again. It leaks into the chair at the northeast end of the long table in that room. Look carefully before you sit down!

Hope to see you cooling off in the library on Monday evening July 19.

RL&B Waiting Room moved

The Rochester Lockport & Buffalo inter-urban waiting room has been moved from in front of the *Pine Falls* to the west side of LA&L RR tracks. This move allowed the installation of the bumper to Track 3.

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@foxrochester.com

Reserve time for "Diesel Days"

Diesel Days, Saturday and Sunday, August 21 and 22 will soon be upon us!

Last year we handled nearly 1,200 visitors during Diesel Days—our second highest attendance of all time! This year, we're expanding our hours. We'll be open from 10 AM to 6 PM both days.

Block out your calendar now to help with this fun event. More details next month.

'Gandy Dancers' attracted many viewers

This year, our 'dancers' performed at the Industry Depot. Dale Hartnett and Rand Warner had laid out a linear array of track tools, all identified. They discussed the use of these tools with our visitors. Near by, Randy Bogucki demonstrated the removal and insertion of tie replacement.

Their demonstrations attracted a lot of attention to where the regular Depot Guides had little work to do!

Nice work(?) guys!

Thanks to all our RIT Friends

by Rand Warner

Primarily through the Rochester Institute of Technology's Model Railroad Group, we have received a great amount of help in recent years on special events, trackwork and in other activities.

Hats off to:

Tom Rohatch

Ryan Kane

Mike Smith

Chris Stillson

Jessica Stallone

Mike Roque

Otto Vondrak

Seven people is a HUGE shot in the arm. Did we miss anyone? Could there be anyone else coming along?

Young Railfan dates:

Saturday, July 24

Saturday, July 31

Excursion Car Fleet Work

by Dave Luca

Although Wednesdays from noon until 9:00 pm and most Saturdays from 9:00 am till ? are the scheduled work days, anyone wishing to become more involved with the restoration and maintenance of the cars and find that other days and/or times would be better, should contact Dave Luca at 288-0318 to set things up.

This year we would like to finish the work we started on:

? diaphragms,

? installation of emergency windows,

? replace several, if not all, of the cloudy plastic windows on the cars.,

? replace several rusted out interior panels,

? do some interior painting,

? begin the installation of electric baseboard heat.

In addition, we would like to set up one of the cars as an all adult car which could involve relocating and/or removing some of the seating. If this sounds to you like a lot of work, you would be correct. **It also means that the four or five members that show up regularly need your help!**

One final note. It would be great to have someone working on the cars at various times and days throughout the year and not just on Wednesdays. The more we are out in Webster with the cars at different times in the day and different days of the week, we help to discourage any vandalism.

Spencerport Gang

by Rand Warner

Our man in Spencerport, Bernie Cubitt, has been actively recruiting for R&GV RM!

Dick Pickering is very interested in working with us on heavy equipment operations with Joe Scanlon and Art Mummery.

Jack Mazzarella and **Bud Nichols** are going to help Bernie on various restoration aspects of Rochester Lockport & Buffalo Interurban #206.

Motive Power Update

by John Redden

Gasoline Locomotives

Plymouth Locomotive Status

Progress continues on our 6-ton Plymouth Model BL locomotive. One half of a large bronze collar from the transmission has been built up with brazing rod to repair about ¼ inch of wear. After brazing the other half, they will be machined back to a flat surface and fitted to the friction drive wheel hub. Also, one half of the shifter yoke that mates with this collar is being fabricated from steel bar stock. The original was worn almost three fourths of the way through.

Bob Mader took the old cab roof as a pattern, and made a beautiful set of roof trusses and frame members. Thanks, Bob.

The Plymouth brake linkages had been re-assembled several months ago, as reported in *The Semaphore*. These had been temporarily put together with 1/2" bolts. Kevin Klees fabricated new pins, and added washers and cotter keys to finish the brake assemblies.

Steam Locomotives

After the June Steam Team meeting another attempt was made at separating the piston rods from the crossheads on the Heisler Steam Locomotive. With the help of a lot of heat and a larger hammer, the taper joints finally came apart. This was a significant milestone in our work on this locomotive. We have been trying to get these parts separated, using various tools and techniques, for nearly a year. Thanks to Ron Amberger and Kevin Klees, who together designed and built a rig to hold a hydraulic jack, in order to "keep the pressure on". Kevin provided his rosebud torch to heat the crosshead socket. And Randy Bogucki provided the impact force, wielding a very heavy hammer, to finish the job. We learned well from the experience of the left-side crosshead, which took us many months to separate. Following this, the right-side withstood only four blows from the hammer before separating! Well done, to all involved.

Once these parts were separated, disassembly of the running gear could then continue. The piston and rear cylinder head were removed from the Engineer's side. The engineer's side cylinder and valve chest are now being cleaned and inspected. Copper gaskets for the cylinder and valve heads have been specified, and are on order. The Heisler is equipped with automatic water drain valves in the cylinders and valve chamber. These have been removed and several have already been cleaned and had the seats

lapped. These function by staying open when no steam pressure is present to allow condensed water to drain, then they close when pressure is applied. Hopefully by the end of warm weather, the pistons and valves will be cleaned, reinstalled, and sealed up for winter.

Diesel Locomotives

EK-6 has re-joined the active fleet this month. This, the Chapter's first locomotive, that was donated by Kodak in 1981, has seen service in most, if not all of the past 23 years on the Museum Railroad. Thanks to a great deal of work in June of 2004, the EK-6 has had some significant improvements and preventive maintenance performed. Chris Hauf managed the installation of eight new batteries, which had been purchased with money that had been donated by Chapter members. In addition to the considerable rust removal, priming and painting that he did last month, Chris also fabricated and installed new lumber for the battery box. James Johnson cleaned up, and in some cases, re-worked the battery cables and lugs. He then re-connected the batteries. Bill Blaesi, Charlie Harshbarger, Jessy Stallone, and Ryan Kane each spent time removing old loose paint, brushing rust, and priming many areas where the exterior paint had failed. Dick Holbert de-bugged a low voltage wiring failure and effected repairs. He also checked out other auxiliary wiring and battery charging equipment and circuitry. Jim Johnson checked out the main generator and auxiliary generator. John Redden checked lubrication, commutators, and brushes on the four traction motors. Norm Shaddick located and repaired two air leaks. Finally, Dee Mowers, Jeremy and Matthew Tuke tested out the various systems on our venerable 80 tonner with a run up the line and back.

It's great to see our ever-reliable number 6 marked up as "In Service" again, and it's also very gratifying to see such a large number of our volunteers helping out on such a worthy project.

Locomotive 1941 (RG&E) has had some significant progress this month, as well. The connecting rod caps, rods, and pistons were removed from the number one prime mover this month. This is a significant accomplishment, moving toward our goal of rehabilitating this prime mover back into action.

The former U.S. Government engines **1843** and **1654** were both used this month for switching moves, work trains, and demonstration runs during our June Chapter meeting.

EK-9 has been brought into the yard for

its annual startup. Its batteries, as well as those of **NKP-79** were serviced in June. Number 9 should be operational by the time that you read this.



Jim Johnson takes care of the final step by hooking up Eastman Kodak Co. GE 80-tonner #6 new batteries. With new batteries, the engine was checked over and returned to service. Thanks to all that donated to allow us to buy these batteries. (*Chris Hauf photo*)



As EK #6 was getting some mechanical attention, Ryan Kane started to give the engine some cosmetic attention as well by cleaning up some exposed areas. Following behind him was Jessica Stallone who was priming the newly cleaned areas. (*Chris Hauf photo and caption*)

Machine Shop News

by Kevin Klees

More machine shop tooling has been acquired this month, including a dividing head with tailstock and chuck. Dividing heads allow a round work piece to be precisely rotated around its axis and located in equal increments. For example, they are used to make gears, cams, bolt heads, and the flats on custom sized nuts. This style of dividing head also tilts upward, a feature that allows the machining of bevel gears. This dividing head can be used on either the small Atlas Horizontal Mill, or the Bridgeport Universal Mill.

Calling all Stations

by Rand Warner

The Rochester Syracuse & Eastern Inter-urban trolley line had very distinctive and ornate waiting rooms. These are still four extant.

One of these, from the Fairport area, has been restored for use as the dockmaster's office at the Fairport canal boat docks.

Another one is on display alongside Routes 5 & 20 at Elbridge, NY.

A third one is on display at Marcellus, NY.

Who has seen the fourth one, brightly painted, somewhere??

New York State Railways

by Rand Warner

The New York State Railways at one time included the Rochester City Lines, the Rochester Subway, Rochester & Eastern and Rochester and Sodus Bay lines.

Between R&GVRM and NYMT, we have a fair sampling of New York State Railway macro and micro artifacts:

NYMT

- R&E Interurban #157
- Subway freight loco Plymouth #L-2
- Converted Sand Car #162
- City Car #437
- Casey Jones track motor car
- Waiting room from Route 332

R&GVRM

- Subway Car #60
- Waiting room from R&E to pick up
- Waiting room from R&SB to pick up
- Assortment of concrete poles to pick up

Now we need to leverage off the synergy from the depth and breadth of this collection.

Need to Drill Big Holes ???

by Kevin Klees

Need to make track joint bars? Drill through thick steel plate? Drill so many holes your arm gets tired leaning on the drill press arm? Read on.....

The R&GVRM Machine Shop has an opportunity to obtain a **<bold, or underline>LARGE** floor mounted drill press from a local machine shop. This machine has a 2 HP motor, can drill to the center of a 22 inch circle, has eight speeds, power feed, chuck and a large vise. It should be able to drill 1" to 2" holes in steel. We have already raised a portion of the \$500 selling price. If you think this would be a useful machine in the restoration building, perhaps you could contribute toward this worthy acquisition. You may contact Kevin Klees, if you would like to help out.

Did you know department

by Rand Warner

1854: R&GV RR Opens!

Lynn Heintz has pointed out that the Rochester & Genesee Valley Railroad, predecessor of the Erie line past our Depot, opened for operation in 1854.

Therefore, we have a 150th sesquicentennial celebration opportunity this year of 2004.

Hopefully we will be hearing more about this in *The Semaphore*, from Lynn in the near future.

Who has some ideas for a celebration event or activity? What would you suggest for us?

Thanks to ...

Carl Englund for donation of working antique kerosene caboose lantern, box of parts for kerosene lanterns, antique hit-&-miss gasoline engine and antique two-stage Gould water pump made right here in Seneca Falls.

Lynn Heintz for acquiring the proper front fenders for our '39 Ford 1-ton Railway Express Truck.

Bob Trout for offering to help us with sheet metal work on our Subway Car #60 project. This involves a lot of cutting and welding.

"Electroliner" set for sale

The Rockhill Trolley Museum is seeking serious inquiries for the sale of CNS&M #803-804; later Red Arrow Lines/SEPTA Liberty Liner "Independence Halls." It was last operated on December, 1996, but needs a lot of work. [*First & Fastest*, Summer 2004]

More Mader Miracles

by Rand Warner

Bob Mader has done it again:

1. Track Motor Car TC-2:

Bob has pulled the head, ground the valves, soaked the pistons and rings, and put the engine back together and has it running again.

With an oil change and a lube job the car can go back in service again—smoking less than before!

2. Track Motor Car TC-#3:

Bob has fixed the radiator leak at the vent tube in the top tank.

3. Farmall Cub Tractor w/Woods mower:

At long last this machine is really running like it should. Bob found a weak ignition condenser was causing the problems. It would start and idle, but it wouldn't take the gas right. Now it should be a pleasure to use.

4. Fairmont Track Inspection Car from Ted Miller:

Bob has the replacement ONAN 2-cylinder engine modified and running. He has recently installed it in the car. Now he is hooking up electrical and mechanical controls, and the exhaust system.

Wanted: Safety Equipment

by Rand Warner

For Construction & Heavy Equipment:

Wood metal or plastic wheel chocks.

For Railroad Operations & Equipment:

- Rail skates
- Wheel chocks
- Locomotive chains
- Rail-end stops

Rail History

7/3/1947: An all-time one-day record of 252,251 passengers arrived and departed through Grand Central Terminal in NYC.

7/5/1893: During a strike against the Pullman Palace Car Company, which had drastically reduced wages, the 1892 World's Columbian Exposition in Chicago's Jackson Park was set ablaze, and seven building reduced to ashes.

7/6/1853: The New York Central Railroad officially came into existence. It totaled over 600 miles of track and a capitalization of over \$23 million. It was formed by consolidating seven other railroads between Albany and Buffalo. [*American Rail Link*, #165]

Tail-gate Train Sale

by John Stewart

Mill-side Trains in Ontario, NY (Ridge Rd.) is having a Tail-gate Train Sale on Saturday, August 7 from 10am to 2pm. This is your chance to the part in an organized sale and dispose of surplus model railroad equipment. Call Pete Oosterling at 215-524-85158 for more information. Space is limited.

Amtrak's Adirondack Train in jeopardy

The *Adirondack* passenger train to Montreal could shut down before year end if New York state doesn't pay \$4.4 million that Amtrak said it is owed in back payments.

This is one of two trains that serves the recently rebuilt Saratoga Springs train station. The other train is the *Ethan Allen* to Rutland, VT, which Vermont subsidizes.

Confounding any negotiations are (1) the request of NYS for the installation of a second track between Albany and Schenectady, and (2) the use of the newly rebuilt Turbo trains along the Empire Corridor running from New York City to Albany and Buffalo, a project paid for by the state.

[Railpace Hot News, 6/22 via *American Rail Link*, #165]

Railroad Safety

So far in 2004, the commuter rail agency in Chicagoland area has experience 12 fatalities. Three of the victims were children; three were walking along the tracks. Another victim was a child who broke away from his mother then he saw his father across the tracks. Metra has undertaken a considerable public relations effort to acquaint people with the dangers of railroads.

As people become less familiar with trains there seem to be more incidents, many of them fatal. To other people we are deemed to be "experts" in railroading. We should take every opportunity to acquaint our family and friends (Ed: and visitors to our museums!) about railroad safety. When "on the property," we should set the example by our own safe conduct! [*Shore Line*, June 2004]

The "Big Shot" Re-enactment

Norfolk Southern and Sylvania-Osram were to light Horseshoe Curve, PA on July 4, with a reenactment of the famous 1954 "Big Shot" lighting of the curve with over 6,500 flashbulbs. A fireworks display was also planned. [*Cinders* via *Highball*, Old Dominion Chapter, NRHS]

FLUE TIME

by Harold Crouch

When it came time to apply the flues in a big locomotive boiler (the flue sheets having been checked for straightness and the flue holes cleaned up) at New York Central's West Albany steam locomotive backshop, a boilermaker and I went to the boiler shop to bring back a bundle of flues. These were the old flues out of the boiler that had been run through the flue rattler to knock off any scale on the water side of the flues (today's teenagers would delight in the sounds from the flue rattler!). The ends of the flues had been cropped and a new piece of flue safe ended (welded) on one end of each flue. The overhead crane deposited the bundle of flues in the smoke box of the locomotive, the outboard ends being supported by a high "horse".

While we were gone, the boiler maker's partner was busy at the rear flue sheet applying the "coopers", the short copper sleeve interposed between the o.d. of the flue and the flue sheet.

With a boiler maker at the rear flue sheet, his partner in the smoke box to feed the flues through, and yours truly inside the boiler to ensure the correct location of the flues, it was a merry "dance" as the flues literally came 'flying thru! The shop was working piece work at that time.

With all the flues adjusted at the rear flue sheet, small steel wedges were applied to reach flue at the smoke box end. These were where necessary as with a segment type or roller type expander there is an axial force trying to drive the flue out of the flue sheet.

The little wedges teach the flues good manners!

All the flues at the rear flue sheet were then expanded and made tight using a segment type expander. A boiler maker burner then came and cut the safe end off to the correct length at the smoke box end. All the flues at the smokebox end were then expanded and made tight in the flue sheet.

With all the flues tight in the flue sheets, both ends of each flue were beaded, using a beading tool in an air hammer. With plain **brute force** the bead was completed in **one** revolution of the beading tool! After doing a couple hundred flues, one gets a bit tired!

When all the "fittings" had been applied to the boiler, the hydro test (one of a half times the working pressure) was applied. Invariably, a few "weeps" were seen at the flue beads, but were taken care of with the beading tool/expander. Also a few brown bolts and staybolts weeped a little, but were sealed by bobbing over a little more.

While I was at West Albany shop (1947), the Interstate Commerce Commission allowed the rail industry to seal weld the beads on the smoke box end of the flues, but the firebox ends were verboten! With the end of steam in sight, the I.C.C. **finally** broke down and not only allowed the flue beads on the firebox end to be seal-welded (after a hydro test), but also the heads and the crown bolts and stay bolts in the fire box.

This was a major cost saving for the rail industry, but it came too late -- the march to dieselization was in full swing!

Thus, locomotive boilers being returned to service today, reap the benefit of this decision!

A Pittsford Scrapbook

Paul Spiegel has assembled a scrapbook: "Old Pittsford Scrapbook, Sampler One". He became interested in Pittsford history, and used a borrowed camera to copy many of the existing pictures. After his retirement in 1988, he consulted the microfilms of Rochester papers at Rundel Library. Later, Pittsford had its own newspapers for more emphasis on local happenings. This collection contains some interesting facts on early railroads and trolleys. For example, a canal boat delivered the "Young Lion" at Cartersville in 1938, which was located halfway between Pittsford and Bushnell's Basin. This engine was used on the line between Rochester and Auburn. According to the introduction, Mr. Spiegel planned to make 40 to 50 copies. He noted, that because of shortage of time, this work had to be done quickly and inexpensively

with only casual proofing. It was unlikely that the unfinished work would ever be completed. The Chapter Library has a copy, although apparently incomplete.

Amtrak Dispute settled

Back in March, Amtrak and the Bombardier/Altom consortium agreed to a settlement concerning the Northeast Corridor high-speed rail program.

The consortium was to build 20 Acela Express sets, 15 HHP-8 electric locomotives, build three new maintenance facilities and maintaining the above until 2012.

Now the consortium will get \$42.5 million of the \$70 million in payments withheld by Amtrak (pending satisfactory completion of the program) and Amtrak will excuse the prior maintenance agreement in October 2006, when Amtrak will take over those functions. [*NARP News*, May 2004]

Buffalo Model RR Club robbed.

Sometime between Friday (6/11) and Monday (6/14) a person or persons broke into the Model RR Club of Buffalo and stole hundreds of pieces of equipment from their HO layout. Most equipment stolen was of modern models. Taken was at least 28 locomotives, 300 freight cars (the Club is still inventorying). The engines were DCC equipped except for a few dummy engines. Included was a 30-car Somerset coal train and a 20-car ML train composed of custom tagged Walthers Autoracks. Scenery items included buildings and containers and trailers in the intermodal yard.

The Club wants Western New York modelers and railfans to be on the lookout for these items at meets. [American Rail Link, #165]

Hot Rails?

CSX early in May imposed speed restrictions for passenger and commuter trains between Richmond and Washington. CSX imposes speed restrictions when it sees a weather forecast of 90 degrees or more. Amtrak and Virginia Railway Express are affected. Trains must obey 20 mph when restrictions are in effect between 1 PM through 7 PM.

Norfolk Southern, which owns some of the tracks used by VRE, also imposes speed restrictions but only after on-track inspections. [Richmond Times-Dispatch via Potomac Rail News, June 2004]

China's maglev train operates

The first maglev line to operate commercially was constructed in Shanghai to their airport. It takes less than eight minutes to travel the 20 miles on this line which cost \$1.2 billion.

German engineers from ThyssenKrupp and Siemens are now bidding on a proposal to build a \$16 billion high-speed Shanghai to Beijing line intended to reduce at 1/2 the 14 hours it takes to make the 865-mile trip. [Washington Post via Potomac Rail News, June 2004]

Shows/etc.

July 18 - 24: RailCamp 2004, Steamtown, Scranton, PA.

July 30-August 1: Train Festival 2004. Dennison, Ohio; sponsored by Dennison RR Museum and Ohio Central RR. Several steam locomotives will run. Unfortunately, Ft. Wayne's NKP 765 will not be there; mechanical work not finished. For information: www.TrainFestival2004.com

Anniversaries

75th for the "Empire Builder"

Great Northern's *Empire Builder* first departed Chicago on June 10, 1929 and Seattle on June 11, 1929. It is now an Amtrak train covering the rail transportation needs of northern US states.

So far this year, 230,000 passengers have ridden it, an increase of 7.6 percent. Last fiscal year (Oct. 2002-Sept. 2003) the train carried 415,722 passengers, and increase of 12.9 percent. [Whitefish, MT *Pilot*, 6/14 via *American Rail Link*, #164]

200th for the steam locomotive

Ron Amberger noted that: "Last February 21 was the 200th Anniversary of the invention of the steam locomotive. Richard Trevithick (1771-1833) built the first steam locomotive to run on rails. The engine pulled a train from Pontmorlais to Abercynon (9.5 miles) in Wales (UK). The engine was called the "Penydarren". The engine had a single cylinder located within the boiler shell and driving through a reduction gear system.. The loco was a 0-4-0 tender engine. The initial trip on Feb. 21, 1804 hauled 10 tons of iron and cars of passengers. It ran on a "tram" railroad ... a railroad that up to that date had been powered by horses."

Norm Shaddick adds this:

"Last year I visited Ironbridge (Wales) where Trevithick built this locomotive. They have an operating replica of it there, (built in 1802) but it wasn't operating at the time. Really a weird looking machine, but you've got to start somewhere!"

175th for "Stourbridge Lion"

Several Pennsylvania Wayne County historical societies are planning celebrations, including a D&H Symposium, for the running of the "Stourbridge Lion" on August 6-8. Included are trips on the "Stourbridge Tourist" train from Honesdale.

The intended use of the engine was not successful as it was too heavy for the rail structure then in use. [The Green Block, April 2004]

It was the groups intention to actually run the Stourbridge Lion, but latest information is that it will not run because of regulatory, insurance and gauge problems (4'-3"). This is a replica, constructed by D&H in 1932 to celebrate D&H birth 100 years earlier, of the original engine. For now, it will remain in the museum. [Jim Shaughnessy in *BLHS Bulletin*, July 2004, pg. 19]

From the Internet ...

submitted by Dale Harnett

Scranton/NYC Link proposal displaced

New Jersey Transit was to host an "open house" on July 1st at the Hilton Scranton and Conference Center. Engineers and others were present to answer questions.

Current plans are for a 133-mile line. Involved is relaying 28 miles of track in northwestern New Jersey, which Conrail removed in 1984.

Scranton saw its last train service in 1971 along the Delaware, Lackawanna & Western Railroad. The earliest future train service, if funding can be procured, would be 2007. [Scrantonimes.com, 6/30/04]

Sterling, NY anticipates RR-themed park

The Sterling Historical Society is planning Sterling Heritage Park as interpretive, open-air museum focused on the area's rich train history. The 23-acre park would have the Sterling Junction signal tower and its railroad crew headquarters. Also the Society's Little Red Schoolhouse Museum.

A computer installation is in the plans that would have touch-screen consoles located in the signal tower. Visitors would be able to access three dimensional, virtual reality railroad operations depicting Lehigh Valley line from Sayre, PA to Fair Haven.

Estimated cost is \$250,000 and the study was started three years ago. [The Citizen, Auburn, NY 6/28]

Loco saved from land fill

Minot, ND officials were considering sending Soo Line engine #735 to a land fill because of asbestos. The North Dakota Air National Guard engineers volunteered to remove the asbestos as a training exercise, which took about a week. It now sports a new coat of paint, and the casual observer could not tell that it was 'operated on'. [The Minot Daily News, 6/20 via *American Rail Link*, #164]

Small plane crashes on railroad

On May 15, a small plane, fully loaded with fuel, crashed in Willoughby, OH (east of Cleveland). The large amount of fuel burned for several hours. The Norfolk Southern mainline was closed about two hours, the CSX mainline was shut down for nearly a day. [The Lake Shore Timetable, June 2004, from article in *Cleveland Plain Dealer*]

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NYS Route 251

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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/>
