



June 3 saw the first movement through the restoration shop building on Track 8. It was also RG&E 1941's first time operating with both prime movers in many years. Many volunteers contributed their efforts to make this happen! PHOTO BY DAVID SCHEIDERICH

Champions needed...

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With continued success on the Rochester & Genesee Valley Railroad Museum's 2008 goals and priorities, things are certainly looking very positive for our museum this year.

South of the restoration building, the fill has been cleared, staked for grading, the first one hundred feet graded, and Track #8 extended south out of the restoration building for over seventy-five feet; enough to hold our New York Central Pullman PS-4 flat car (also the subject of rebuilding and restoration).

Our Empire State Express cars have seen nearly two complete coaches' windows completely rebuilt with new glazing and many more windows in the process of being reworked.

After many years of hard work, **Rochester Gas & Electric GE 45-tonner #1941** made its first museum move using both of its prime movers after a multi-year rebuild on the #1 prime mover, a complete air system rebuild, and many other mechanical improvements.

GE 80-ton switcher R&GVRR #1654 was made serviceable again after suffering a water pump failure last winter.

Plus so much other positive progress all over the museum! Yet, we have so much more to accomplish to achieve all we hoped for in 2008 and now with only six months left. This is where we really need your help to spend a few hours volunteering for your museum. Whether it is at the museum or working in your *(continued on page 7)*



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS

MEMBERSHIP REPORT

Please welcome aboard **Raymond A. Howard** of Geneva. Mr. Howard is interested in rolling stock restoration, museum operations/track car driver, and "Anywhere else I can help."

We are in the process of updating the membership roster for 2008. There are a number of members whose membership records are missing e-mail addresses. Having member e-mail addresses available in the membership roster provides the chapter with another means of communicating with members. In addition, your e-mail address can be added to the chapter's members-only volunteers e-mail mailing list. The subscription-only list is used for special announcements, weekly work plans for the R&GVRR Museum, and occasional discussions on railroad history and other railfan topics. Please send your e-mail address to Membership Chair Sam Rosenberg at membership@rochnrhs.org.

DEPOT GUIDES REPORT

Without Depot Guides, there is no museum experience for our Sunday visitors. Can you spare a weekend or two to help keep the museum open and ready for visitors? We'll train you to help make you a great host for our museum. Contact Coordinator Mike Root at mikeroot@clearwire.net.

CHAPTER LIBRARY SUMMER HOURS

The Rochester Chapter Library is now housed at the **40 & 8 Club**, located at 933 Univesity Avenue, Rochester, opposite the Gleason Works. The Library will be open for general use, browsing, checking out books, and returning books on the following days:

July 2, Wednesday 6:30-9:00 PM

August 7, Thursday 6:30-9:00 PM

Members may return Library materials during summer at Trustee's meetings.

June 25, Thursday 6:45-7:15 PM

July 3, Thursday 6:45-7:15 PM

SUMMER MEETINGS - BRING A FRIEND

For June, July & August, the Rochester Chapter's general membership meetings are held at the Rochester & Genesee Valley Railroad Museums. Starting around 6:00 PM, the museum will be open and the meetings always feature a variety of operations around the R&GVRRM and possibly even the NYMT. Along with our locomotive hauled trains, we hope to have some other special events including night photo sessions which we hope to feature for both the July and August meetings.

As is true with all of our meetings, guests and visitors are ALWAYS welcome so please treat the meetings as open houses. Have a friend that might be interested in joining us? Bring them out, show them around and let them take a ride. Have a colleague who might be able to help us with donated goods and services? This is a great time to introduce them to our museum and what we are all about. Or just have family you want to share our museum with? Again, a great time to come on out.

So we hope to see you out in June, July & August. Again, the meeting and operations start around 6PM. A short business meeting may be held at some point during the evening. Also please feel free to stop out a little earlier, bring your dinner and eat out on the depot picnic tables. This is another great way to socialize and catch up with your fellow Chapter members.

2008 CHAPTER ELECTION RESULTS

"Some are born into greatness..." and the others are elected by your fellow Chapter members! You may notice some new names in the Chapter masthead at left. Thank you to our outgoing officers and trustees for your dedication to the Chapter. A warm welcome to the newly elected!

UPCOMING MUSEUM EVENTS

CHAPTER MEETING AT INDUSTRY
Thursday, July 17

CABOOSE DAY
Sunday, July 20

CHAPTER MEETING AT INDUSTRY
Thursday, August 21

DIESEL DAYS
Saturday, August 23
and Sunday, August 24

MUSEUM CLOSING WEEKEND
Sunday, October 26

Next Chapter Meeting:
July 17
6:00 PM at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGERS

RAILROAD: Chris Hauf

(585) 381-8583 crhauf@frontiernet.net

INFRASTRUCTURE: Dave Luca

(585) 288-0318 daveluca@frontiernet.net

MOTIVE POWER DEPT.

EK 6: Work on EK 6 has been completed and it was used in a switching operation on May 10. Thanks to all who participated in getting the brakes on EK 6 rebuilt and for repairing the hand brake which was in great need of attention. Thanks to Ron Amberger, Pete Gores, Mike Dow, Rand Warner, Chris Hauf, Norm Shaddick, Kevin Klees and others who may have helped with the work on this engine.

RG&E 1941: The 1941 is still undergoing restoration. Most recently new fan belts were installed on both the engines on this locomotive. One of these replacements turned into quite a job involving moving the radiator and removing the water pump. This was because on this Cummins diesel engine the fan belt tension is adjusted by turning the water pump housing. When it won't turn, the result is what was described. Fortunately the pump housing on the other engine could be freed up. The work on this engine has been well organized by Joe Nugent. People working on the engine have been John Redden, Ron Amberger, Joe Nugent, Dave Scheiderich and Kevin Klees.

USA 1654: Repairs to the 1654 have been completed and it is operational once again. Thanks to Dave Scheiderich, and Mike Dow and anyone else who helped with this project. The Fairbanks-Morse engine is now back on line but still needs some work on its hand brake.

Plymouth: Kevin Klees has been continuing restoration on the Plymouth loco. He has been focusing on finishing up the hood side cover panels and cab sides.

RG&V TC-2: With essential work now complete, TC-2 is now back on the tracks and in use again. Thanks to Bob Mader, Norm Shaddick, Rand Warner and anyone else who helped out with that project.



This is what a flatcar looks like naked. The old decking has been removed, now work can begin on repairs and installing a new deck. PHOTO BY CHRIS HAUF

TRACK DEPARTMENT

The Track Department has extended Track 8 by two panels beyond the southern limits of the restoration building. Thanks to Dan Waterstratt, Scott Gleason, and Dave Luca for preparing the area for track. Thanks to Rand Warner, Chris Playford, Mike Walsh, Dave Scheiderich, Mike Roque and Charlie MonteVerde for completing the build in under two days. Our construction equipment was put to good use. One of the

ex-Army Chevy pick-up trucks was used to haul rail to the panel construction site. Rand Warner and used the Ford forklift to bring ties as needed. Dan Waterstratt, Scott Gleason, Jeremy Tuke, and Dave Luca made good use of the D-7, Trojan Loader, road roller, and the Bobcat for the earth work prior to the track being installed. Of note, **RG&E 1941** shoved our NYC flat as the first move through the shop on June 4.

—Luther Brefo, Track Dept. Foreman



MUSEUM NEWS CONTINUED



Track 8 now extends through the shop and out the south end. Further expansion will give us greater flexibility in storing our railroad equipment that is not in use or awaiting restoration. By the time you read this, you may see even more extended track! PHOTO BY CHRIS HAUF

TRACK CAR OPERATIONS

The 2008 Track Car Season has opened with good visitor attendance. This year we are interlacing our operations with the trolley and running down the north side of the NYMT loop (see April *Semaphore*).

Track Cars TC-1 and TC-2 are up and running with TC-3. Ted Strang has been successful in acquiring a new transmission for TC-1 and installing it in time for the season opening. Not to be outdone, Bob Mader has TC-2 running too after a major engine overhaul. Bob reports that it no longer smokes as in the past.

The schedule shows below that there are numerous opportunities for you to operate

the track cars. A third relief operator is requested for all days, a fourth operator will be needed for Caboose Day on June 20. Trained and licensed operators should contact Harold Russell by e-mail at haroldrussell@juno.com or telephone (585) 427-9159. Contact him also if you are new and want to become an operator this year.

ESE WINDOW PROJECT

More than one-third of the remaining large windows on the Empire State Excursion Set have now been re-built. The window crew has now completed 17 of 49 large windows since the project began in

January. Five of 55 small windows have left the window shop.

On a car-by-car basis, the concession car (Car #3) has received the most attention. All of the car's large windows have been re-built and temporarily re-installed. In addition, all of the large windows from the west side of Car #2 have either been completed or are in the window shop.

The task of replacing the exterior sheet metal screws is nearing completion. Screws need to be replaced on only ten more large windows, making this phase of the project 85% complete. Replacement of screws on smaller windows is 44% complete. All exterior screw replacement

R&GVRRM - NYMT 2008 TRACK CAR OPERATOR SCHEDULE

Date	Operator A	Operator B	Operator C	Primary TC	Event
June 29	Consadine			TC-3	
July 6				TC-1	
July 13	Dunham			TC-3	
July 20	Becker	Byrne		TC-1	Caboose Day
July 27	Consadine	Moore		TC-3	

NOTE: Operator C is the relief operator. A fourth "Operator D" is requested for June 20, Caboose Day.

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM NEWS

VISIT OUR WEB SITE: WWW.RGVRRM.ORG



TOP: Working on the New York Central wooden caboose, several components need to be replaced and rebuilt on this piece of equipment. PHOTO BY CHRIS HAUF **ABOVE:** Track Foreman Luther Brefo along with "Super" Dave Scheiderich and Mike Walsh pose on the NYC flat inside the shop after a day extending Track 8 through the south end. PHOTO BY CHRIS PLAYFORD

should be completed before winter. The next step is to get Car #3 into the Restoration Building for surface prep and painting of the window band.

Thanks to the following volunteers for their efforts during May: Dave Peet, Don Wawrzyniak, Dave Luca, Bob Mader, Lynn Heintz, Bill Blasei, Dave Chapus, Rand Warner and Dale Hartnett.

—Dale Hartnett, Project Foreman

CHAPTER LIBRARY HOURS:

July 2

August 7

**6:30 - 9:00PM at 40&8 Club
933 University Ave, Rochester**

WANTED

- Relay ties and switch timber for new track construction on south side of Restoration Building and on west side of the LA&L tracks.
- No. 3A crushed stone ballast for above track construction
- Non-asbestos boiler lagging for Heisler fireless steam locomotive
- Cantilever passenger car jacks for use on our excursion trainset
- Donations/sponsors for proper grade of Lexan plastic sheets for fabricating outer window panes on excursion cars
- Sheet steel in 0.085" thickness for rehab of Rochester Subway car 60
- Cases of soda/pop in cans
- Open-end wrenches larger than 1"
- Pallet racking crossbeams
- Good used, or new, rims for Bobcat
- Oxy-Acetylene rosebud torch
- Vise Grip pliers, assorted sizes
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail

IF YOU CAN HELP PROCURE ANY OF THESE ITEMS PLEASE CONTACT:

Rand Warner at (585) 425-8586

Chris Hauf at (585) 381-8583

Dave Luca at (585) 288-0318

NEXT EVENT:

Caboose Day

July 20

Visit the Museum on-line:

www.rgvrrm.org

No early retirement for this locomotive... **U.S. ARMY** **1843**

The Rochester & Genesee Railroad Museum's ex-U.S. Army Fairbanks-Morse model H12-44 locomotive #1843 was part of a group of locomotives built in 1953 for the United States Army at a cost of \$224,700 each. The engine was built in January 1953, and is now 55 years old with no sign of early retirement.

Our locomotive 1843 is a 1200 horsepower, 120 ton yard switcher. In 1944, Fairbanks-Morse entered the United States railroad locomotive market trading on their excellent reputation in diesel power plants for marine applications. Their locomotives used an unorthodox opposed-piston design engine which has two pistons inside each cylinder. This requires the engine to have both an upper and lower crankshaft and makes the engine very tall. Thus, the locomotive has its unique high hood in order to accommodate the power plant. For the next nineteen years, F-M achieved limited acceptance and rated a distant fourth place in market share during a period when all major American railroads were replacing their steam locomotives with diesels. F-M left the locomotive market in 1963.

Locomotive 1843 was last used by the U.S. Military at the Seneca Army depot in Romulus, New York where it handled 30 to 100 cars per week on 42 miles of track at the base. In 1993, it was declared surplus by the Army, and a group of Rochester Chapter NRHS members purchased the unit for the Chapter through the Federal Property Assistance program. It arrived at the Museum in May 1993. It is in operating condition and has been used year round



USA 1843 has been a standard during our annual Diesel Days event. Here the engine pulls the Erie caboose north of Reid's Crossing into the Diesel Days transfer point. PHOTO BY CHRIS HAUF

at the Museum as the locomotive uses antifreeze and has a block heater for winter use. Engine 1843 is the only serviceable F-M locomotive in New York State and continues to operate in its 55th year of service at the R&GVRM, only the second owner of the locomotive.

Many of the 1843's sister locomotives have been saved and are preserved in other museums throughout the country including the other Seneca Army depot engine #1844 at the National Transportation Museum in Kirkwood, MO.

—Chris Hauf, Museum Manager

AT A GLANCE

Builder: Fairbanks-Morse

Model: H-12-44

Road/Number: USA 1843

Built: January 1953

Weight: 120 Tons

HP: 1200

Acquired: May 1993

Locomotive Preservation Fund update

Thanks to recent generous donations by Chapter members, Charles McNamara and Dave Scheiderich, the Chapter's Locomotive Preservation Fund has reached its goal of matching the \$1800.00 2007 NRHS Heritage Grant the R&GVRRM received to purchase a new set of starting batteries for Lehigh Valley Railroad ALCO RS-3m #211. With \$3600.00 in the bank, a new quote has been acquired for the 211 batteries only to find like so many things, the price has gone up more than anticipated. The new goal for the fund is \$4500.00 to match the recent quote, and the R&GVRRM would like to raise this money as soon as possible so



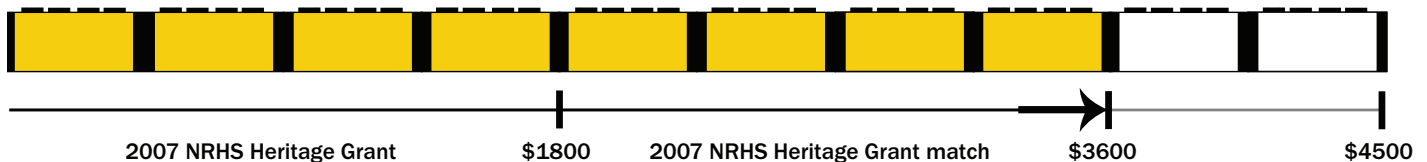
211's batteries can be purchased and installed in time for the locomotive to participate in Diesel Days in August.

We thank everyone that has already donated toward 211's future in the engine's 55th year. Would you please help us achieve our new goal quickly? Donations

to the Rochester & Genesee Valley Railroad Museum and the Rochester Chapter NRHS are tax deductible to the extent allowable by law. Please consider a donation today. Donations can be made online via PayPal via the Chapter's website www.rgvrrm.org or sent to us through the regular mail. Please make your donation check payable to the Rochester Chapter NRHS and mail it to:

Locomotive Preservation Fund
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

Fundraising Progress to Date: June 2008



You can champion a museum project

(continued from page 1) home shop, we have many projects that need your help and several that also need leaders.

Certainly, we have our large infrastructure improvement projects like the restoration building south yard construction and the LA&L siding construction. In both cases, we need help in preparing the sites and building the track. All hands are going to be needed at times to make these projects continue to progress. But more to the point of this call for help, our railroad and construction equipment collections really need more hands and champions. From painting to woodworking to metal fabrication to mechanical and engine repair, we have tasks for any skill level and equipment to match any interest.

Plus, we have many pieces of equipment that simply need a champion; someone or even better a team of someones to undertake the care and feeding of any given piece while building an understanding of its past while looking toward and working on its future. For some pieces, this is already a reality, but there are many without. On the railroad side, cars from our Empire State Express coaches to our PRR RPO to our Fruit Growers Express refrigerator car to

even our B&O tool car, all need champions to help in their upkeep and restoration.

On the construction side, we have many cranes, shovels, dozers, and more that could use champions to get them back to operating and keep them there while working on their cosmetics. With 2008 museum priorities set



Chapter volunteer Chris Hauf works on the BE 22B Truck Crane on Saturday, June 7th. After draining many gallons of varnish-like gasoline and several hours of preparation work the upper motor hummed to life. The lower drive motor also was run after some tinkering with the fuel system. PHOTO BY JEREMY TUKE

to work on the roofs of some of our cars, make improvements and repairs to our ESE coaches beyond the windows, repaint at least one piece of railroad and one piece of construction equipment, help is needed beyond what we already have.

Can you help us? We are working very hard to insure there are no barriers to you helping at your museum, and all skill, talent and capability levels are welcome. None of us are experts at everything, yet together we field an incredible array of talents, capabilities and know how. It is amazing what we accomplish when we all work together.

Please contact either Dave Luca or Chris Hauf if you interested in helping or adopting a piece of equipment. Or simply come on out any Saturday or Tuesday. Work on both days starts around 9:00AM. For the summer, Dave Luca has also offered to chair another weekday work session if a group wanted to come out on another day to champion a project. Please let us know what you are interested in working on and what we can do to support you in that effort. Any help will be greatly appreciated and will allow the R&GVRRM to truly meet or exceed all of its 2008 goals and priorities.

—Chris Hauf, Museum Manager



Before 1941 started its multi-year rebuild, the engine had many jobs at both the R&GVRRM and NYMT. Due to its small size, it can navigate the entire railroad. Here we see 1941 headed south toward the loop switch with the NYMT's ex-Genesee & Wyoming (nee DL&W) caboose #8. The R&GVRRM had removed the #8 from NYMT's barn to allow one of the P&W trolley cars to go in. After extrication, the 1941 took it for a trip to the R&GVRRM and return. PHOTO BY CHRIS HAUF

The long road home for RG&E 1941

Rochester Gas & Electric 1941, our 45-ton GE center-cab switcher, was taken out of service several years ago to make cosmetic repairs to the cab. During those efforts led by Neil Bellenger, the Number One engine was severely damaged. The base of its muffler rusted through, allowing water to enter the engine through its exhaust system. In the years after the damage occurred, RG&E 1941 has experienced a great deal of attention. Under the direction of John Redden, Luther Brefo and I began working on the 1941 in the fall of 2006.

After a few months of dedicated work, we became foremen of the restoration effort. Today, RG&E 1941 is nearing the end of its restoration. We expect her to be out and running during Diesel Days in a fresh coat of paint!

Naturally, it took a team of people to make the restoration of 1941 possible. The list of volunteers includes, but is not limited to, the following people: John Redden, Kevin Klees, Ron Amberger, Luther Brefo, Dave Scheiderich, Mike Walsh, Mike Dow, Otto Vondrak, and Jim Johnson.

A sincere thank you goes out to these people for their efforts.

The list of work accomplished on RG&E 1941 is long and gets longer every week! As I stated before, we have a few more tasks to finish before we send RG&E 1941 off to the paint shop. However, we fully expect to have this historic locomotive up and running for Diesel Days this year. I personally look forward to having RG&E 1941 back in service at the museum!

—Joe Nugent

RG&E 1941 Locomotive Foreman

PARTIAL LIST OF COMPLETED RESTORATION TASKS: RG&E 1941

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> • Reassembly of the number one engine using both new and refurbished parts • Successful firing of the number one engine • Paint stripping and priming of the cab interior • Rebuild of the brake cylinder using a new packing cup and a refurbished spring • Complete overhaul of the brake rigging using new bolts and cotter pins • Repair of several air leaks in the air system • Paint stripping, priming, and straightening of the pilot steps • Paint stripping, priming, and reassembly of the cut levers | <ul style="list-style-type: none"> • Repair of the muffler on the number one end • New fan belts on both ends of the locomotive, equaling four total • New Kim Starts for both engines • Mounting and wiring of the front and rear headlights • Several new hoses for both engines • Many new gaskets located throughout the locomotive • Thorough cleaning of the sanding system • New sander pipes and hoses • Cleaning of bell ringer mechanism • Paint stripping and polishing of bell | <ul style="list-style-type: none"> • Rebuild of hand brake ratchet mechanism • Creation of replica builder plates • New glass for several of the cab windows using new window gaskets • New fan motors for the cab heater on the number two side of the cab • Thorough lubrication at all grease zerks and oiling locations • New coolant drain for the number two engine • Reactivation of the emergency fuel cut-offs for both engines • Metal repair in several locations • And many MORE!! |
|--|--|---|

Norfolk Southern partners with New York shortlines to promote short-haul traffic

NORFOLK, VA. – Norfolk Southern Corporation and 10 New York-based short line railroads have created a program to convert short-haul truck movements to rail. The “Empire Link” allows the short line railroads to market the excess rail freight capacity on NS’ Southern Tier main line between Binghamton and Silver Springs, as well as on branch lines between Corning and Geneva, and between Waverly and Ludlowville.

“With the high price of diesel fuel, the Empire Link is an attractive option for shippers currently trucking freight in New York, Pennsylvania, and New Jersey,” said David Lawson, Norfolk Southern’s vice president industrial products. “The Empire Link provides our New York short line partners with the tools and resources to design and offer rail transportation services that are truck-competitive in lanes that are less than 500 miles.”

“The recent collaboration of the American Short Line and Regional Railroad Association’s Eastern Region Short line members and Norfolk Southern is one of the most creative business initiatives to come about in the last 15 years,” said Rich Timmons, ASLRRRA president. “We expect positive results for shippers, communities, and big and small railroads alike. If the Empire Link performs as we anticipate, it could serve as a model for future Class I and short line business arrangements.”

The 10 short lines participating in the Empire Link are the Bath and Hammondsport Railroad; Central New York Railroad Corp.; Finger Lakes

Railway; Livonia, Avon and Lakeville Railroad; the New York, Susquehanna & Western Railway Corp.; Ontario Central Railroad; Owego & Harford Railway; Rochester and Southern Railroad; Wellsboro and Corning Railroad; and Western New York & Pennsylvania Railroad.

Norfolk Southern Corporation (NYSE: NSC) is one of the nation’s premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 21,000 route miles in 22 states and the District of Columbia, serving every major container port in the eastern United States and providing superior connections to western rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is North America’s largest rail carrier of metals and automotive products.

—From NSCorp Website



BEFORE THERE WAS TRACK 8, there was dirt to be graded and leveled. Our fleet of heavy and light construction equipment has been very valuable to us over the years, allowing us great flexibility when it comes to our construction projects. PHOTO BY CHRIS HAUF



Old Webster Freight House reborn as Coffee House

by Harold W Russell

When I learned that the NYC freight house in Webster was scheduled to be converted into a coffee house, I was anxious to get its measurements and photographs from which I could make a drawing. I had know about the freight house for years but paid little attention since it was such a nondescript building. But with its future passing as a freight house I thought it best to make a record of it.

Ron Stacey and I visited in early May and met with Wes Belmore, the owner. Wes took us on a tour of the building. True, he intends to convert it into a coffee house. The track side platform has been removed. Mr. Belmore said he would like to get a box car and place it on the siding. We wished him well!

Our interior inspection found that the building still had a large in the floor scale located centrally on the south side. Many years ago a fire had been started at the northwest corner resulting in little damage. The minor structural damage was repaired. The timbers however still wore the evidence of black smoke. The building's roof is in good shape with no leakage. The building itself has some structural damage but nothing so serious that it cannot be repaired.

The building has three freight doors on each long side. Unlike most freight houses however, there is or was no doors for people, and there was no office. The east end has an long high window but the west end does not. Interior framing indicates that



Comparison views of the old New York Central freight house in Webster, New York. The top view is from 2008, the bottom view is from the 1980s. The structure is located along the Ontario Midland, operators of the former NYC Hojack line (the former RW&O). PHOTO BY HAROLD W. RUSSELL

there might have once been. The doors on the south side that serviced trucks each had a small platform to accommodate unloading. These platforms differed somewhat in design but all had set of steps. The freight side platform has been removed and its remnants were bulldozed to the west.

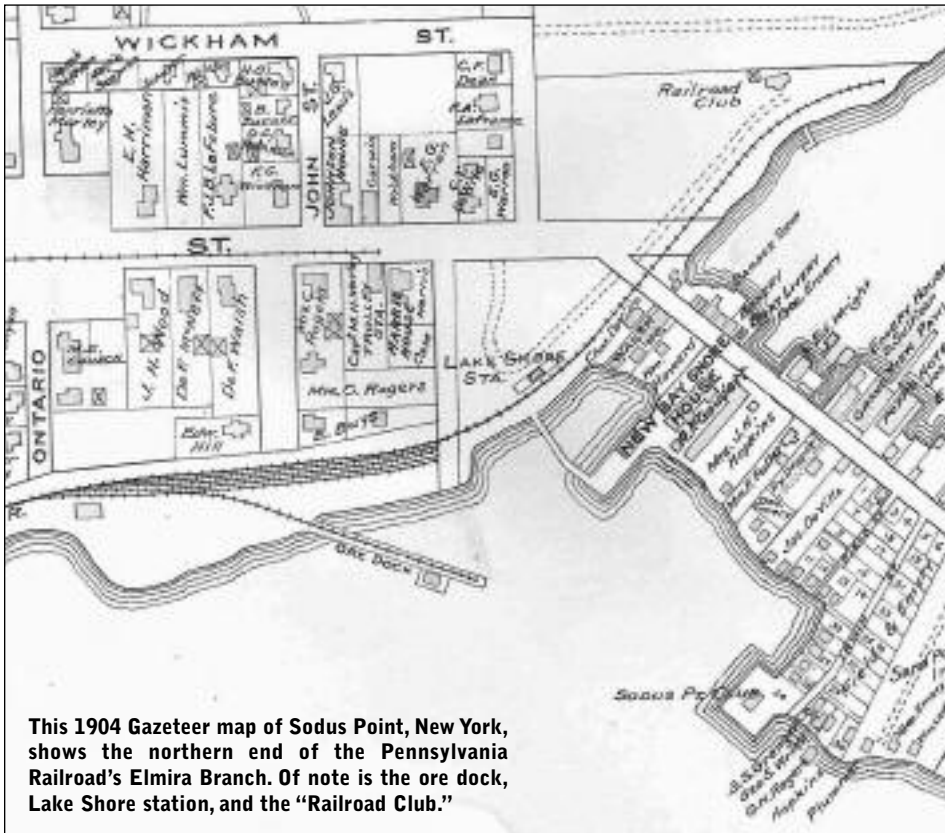
When I returned home, I started a file on the freight house. When I put the folder away, I found that a file already existed. Ah the benefit of having a poor memory! This file contained black and white negatives of the building dating about 20 years back. The pictures show the building substantially as it presently is. The freight platform is shown and I was surprised to see that it extended about 100 feet to the west past the building. On the east end it extended as

far as the roof overhang. This end had a bumper board to accommodate trucks.

The building is painted two tone gray which seem contrary to the standard NYC paint schemes for buildings. One web site claims that the original passenger depot was connected to the freight house and that they burned about 75 years ago. If that is accurate the present structure was built in 1933.

New depots were built separately with the passenger depot closing in 1964. In 1972 this depot was moved to its present site and opened as the Hojack Restaurant in 1974. Later it was known as the "Loose Caboose," the "Webster Town Lounge," a Jamaican restaurant and closed as the "Pufferbelly." Today it is a child care center. ■

Sodus Point Ore Dock



This 1904 Gazetteer map of Sodus Point, New York, shows the northern end of the Pennsylvania Railroad's Elmira Branch. Of note is the ore dock, Lake Shore station, and the "Railroad Club."

I recently found documents relating to the Pennsylvania Railroad operations at Sodus Point. A 1904 Gazetteer map shows a completely different railroad facility at the "Point." It reveals 3 docks; coal, ore and one unnamed. The unnamed dock was north and adjacent to the coal dock and had a track that extended about half its length.

The ore dock was further north near the commercial area of the village about where a salvage company is now located. There were 4 onshore storage tracks adjacent to this dock. The main track continued about an eighth mile to Lake Shore Station and still further another 1/4 mile, across Main St., to where there was a building identified as the "Railroad Club" (what is now the parking lot at the beach area). This was probably the destination of PRR excursions to the "Point." The roundhouse was in the same location as is the present remnant, and, the yard as we know it was yet to be built. This summer, a visit is planned to the local history museum where more records can be found. Stay tuned!

—Lynn Heintz

Editor's Corner

email: ovondrak@yahoo.com

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I know it will be the middle of June when you're reading this, but I'm still catching my breath from this past April! It was a very busy month of railroading down here, starting with a photo charter I hosted on the Catskill Mountain Railroad (where I also volunteer). Organized as a fundraising benefit for the CMRR, ten photographers joined me for a day on newly reopened trackage in downtown Kingston, New York on April 5. The star of the show was ex-GMRC RS-1 401, wearing a fresh coat of paint in a design I created based on CMRR's colors and NYC's famous lightning-stripe scheme. We certainly took a gamble running an excursion in early April, but the weather held out, and everyone had a great time. What's more, the railroad got some positive exposure—see the June 2008 issue of Railpace for photos.

Later that month, I was at the Railroad Museum of New England in Thomaston, CT, home of the Naugatuck Railroad (where I also volunteer). I helped coordinate the 2008 Spring Camporee for the Westchester-Putnam Council Boy Scouts of America (where I also volunteer with the Council as well as my own Troop. Are you sensing a pattern here?). I bought about 150 Scouts from New York and Connecticut to the museum for a weekend of railroading. We got a tour of Thomaston station, learned about different freight cars and signals, got a tour of the shop, and a train ride to tour the line. By the end of the day, many Scouts were well on their way to earning their Railroading merit badge, thanks to the generosity and of the RMNE volunteers. In return, we helped out with a service project and cut brush to expand



their parking area. Hopefully, we encouraged a new generation of railroad enthusiasts (see the July 2008 issue of Railpace)!

—Otto M. Vondrak,
Semaphore Editor

EDITORIAL SUBMISSIONS: Any materials related to the activities of the Rochester Chapter, the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at ovondrak@yahoo.com or call (585) 820-2341.

Chapter Meeting:

June 19

6:00 PM at Industry Depot

Route 251, Industry

Next Chapter Meeting:

July 17

6:00 PM at Industry Depot

Route 251, Industry

Off the Train Wire

—Compiled by Rand Warner

HEAVY EQUIPMENT: Joe Scanlon and Rand Warner are looking into procurement of a flatbed knuckle-boom crane truck for immediate off-road use and potential future road use. So far this year, we have been using the Ford forklift, Galion road roller, Trojan loader, ex-Army D-7 dozer, Caterpillar 225 grader, ex-Army pickup trucks, and hydraulic excavator.

TRACK CAR OPERATIONS: Motor car TC-2 is back on the road again after rings and valves and cylinder work by Bob Mader, Norm Shaddick and Rand Warner. We hope it smokes a lot less than in years past!

OPERATIONS DEPT.: It was great to see two crews operating EK 6 and USA 1843, moving all the cars around in preparation for our mid-May season opening. We

might have our all-time greatest lash-up of freight and passenger cars on the mainline! Stay tuned for more operations during our June, July, and August chapter meetings at the Depot!

M.O.W. EQUIPMENT: Bob Mader, Peter Gores, Ted Strang (NYMT), and Rand Warner are rehabbing our Ford hi-rail hydraulic boom dump truck for spreading ballast and other future work assignments on the NYMT and R&GV rails.

Mike Dow and Luther Brefo are keeping the Jackson tamper in good working condition. Mike and Luther have also added ditch lights to the "Madermobile" track motor car to further aid visibility.

Charlie and Jessie Marks are once again back at work on our Wellesville, Addison & Galetton wooden snow plow X-3710.

Our Balmar backhoe tractor, whose wheels fit the rail gauge, could be considered for use in tie insertion and extraction as we continue with track construction.

FREIGHT EQUIPMENT: Lynn Heintz has completely stripped the Conrail (ex-NYC) flatcar of its remaining old decking, a job started by Dave Scheiderich. We plan on

using it to transport 90-lb. rail down to our new siding construction site alongside the LA&L main.

CONSTRUCTION: Scott Gleason and Dan Waterstraat completed excavation for the subgrade for Track 8 coming south out of the restoration building. By the time you read this, there should be track coming out the south end of the Shop. They have also completed moving the heavy equipment that will allow installation of new switches on the LA&L main. One will lead to our excursion train storage siding on the west side of the main, the other will be a new entrance to Industry Yard.

FUEL STORAGE LOCKER: We now have a dedicated outdoor metal storage cabinet for propane tanks, in addition to kerosene, gasoline, and diesel supplies. Next, we plan to install a dedicated key locker for the Restoration Building, recognizing the shift away from the Depot area and into the Restoration Building and shop complex.

Visit the Museum on-line:
www.rgvrrm.org