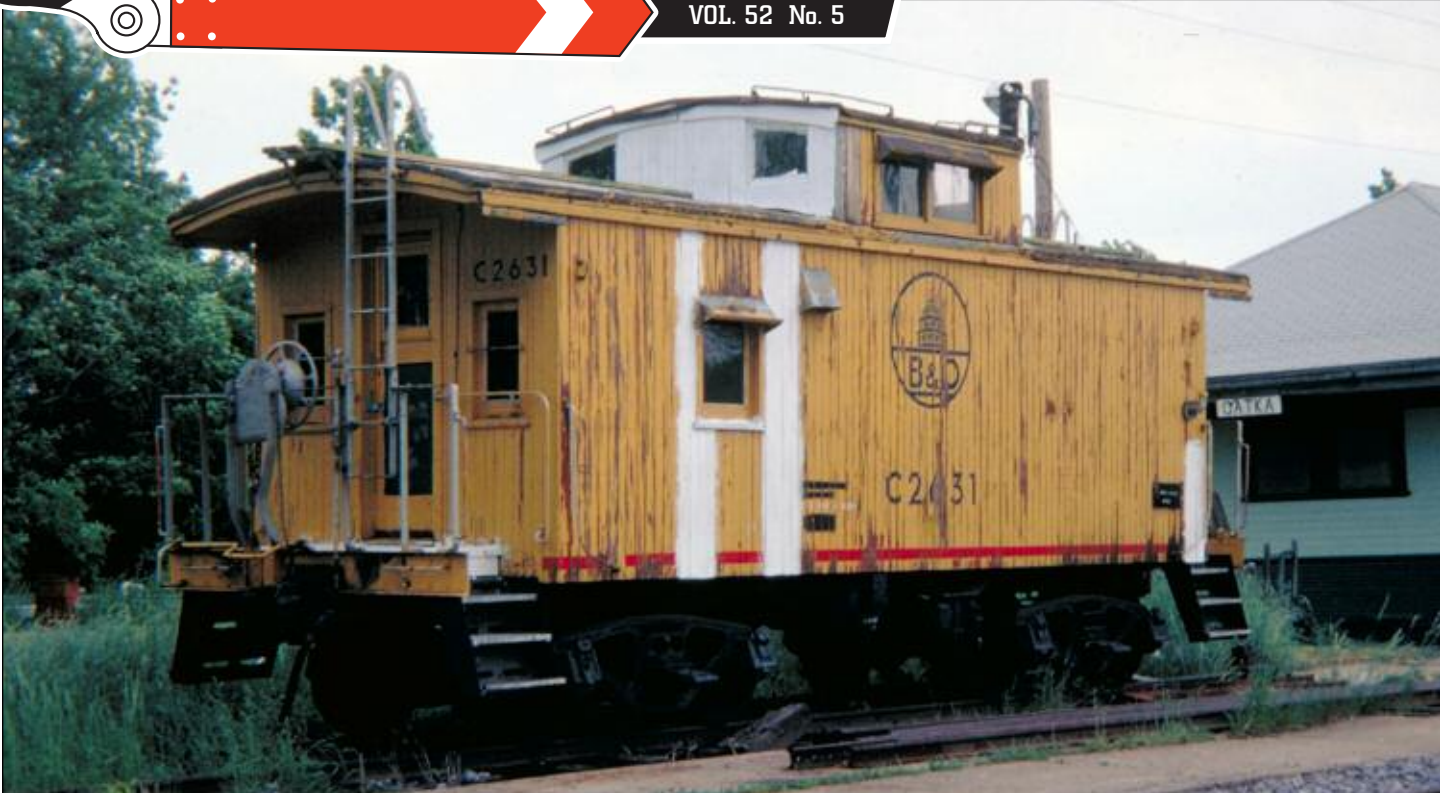


**NEXT CHAPTER MEETING:**  
**February 18**  
*"A History of Dining Car  
 Operations on the Erie, DL&W,  
 and Erie Lackawanna"*  
 by **Tim Stuy**



The Baltimore & Ohio/Chessie System donated caboose C-2631 to Rochester Chapter in 1974. The caboose was stored on the Livonia, Avon & Lakeville for a few years until it could be moved to our grounds in 1979. See pages 6 and 7 for more information about this car. ROCHESTER CHAPTER ARCHIVES

# Think Warm Thoughts

***INSIDE***

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February usually marks the time when Rochester is in the bitter depths of winter, and things tend to slow down a little bit at the museum. While it may be cold outside, we're already looking ahead to Spring. Not only will we once again enjoy warmer temperatures, but we'll be welcoming visitors to our museum once again. Trains, trolleys and track cars will once again play a large part of our weekend operations in 2010, and we'll be looking forward to training additional crews to help us meet the demand.

The Railroad Operations Department has put together a comprehensive training program for anyone who wants to get involved with train operations. The first class coming up will be held on March 6 at RIT (see details on page 2), and you should consider taking this class even if

you're not sure if you'll be available to help this season.

As we further develop our museum and welcome larger crowds each weekend, we will be depending on trains and trolleys more than ever to safely transport our visitors. Our museum is developing into a unique attraction in the region. Where else can you ride a trolley met by a vintage diesel-powered train? As word of mouth spreads, we should be prepared to provide increased service this season.

The book of rules class is just one way we ensure the safety of our train crews and public. Your participation will help build a stronger and more professional museum staff. Hats off to volunteers from the R&GVRRM and NYMT for putting this great training program together.

—Otto M. Vondrak, Editor



[www.rochnrhs.org](http://www.rochnrhs.org)

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**EDITOR**

Otto M. Vondrak

**PRINTING AND MAILING**

Bob Miner  
Don Wawrzyniak

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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

**UPCOMING CHAPTER PROGRAMS**

We have many interesting and varied programs scheduled throughout the year as part of our monthly membership meetings. If you are interested in giving a presentation on any railroad subject at an upcoming chapter meeting, please contact Harold Russell at [haroldrussell@juno.com](mailto:haroldrussell@juno.com).

**February 18, 2010:** "A History of Dining Car Operations on the Erie, Lackawanna, and Erie Lackawanna." The show is a look at the origins and growth of dining car operations as well as how hundreds of meals were served every day through the end of service as well as the effort to recreate the dining car experience today. Tim Stuy is currently the President of the Erie Lackawanna Dining Car Preservation Society. He worked briefly for the Communications & Signals Department of Conrail. He was membership chairman of the Erie Lackawanna Historical Society 1985-1988. Tim founded the NYS&W Technical & Historical Society in 1988 and served as president for 5 years. Tim founded the New Jersey Midland Railroad Historical Society in 1994 and served as its president from 1994 to 2008.

**CHAPTER LIBRARY REPORT**

The library's normal operating hours include opening at 6:30 pm on chapter meeting nights and again during intermission. Many new book, video, and DVD titles have recently been added to the library archive for your enjoyment. The Chapter Library is now located at the 40 & 8 Club on University Avenue in Rochester. Contact Bob Fleck, Library Chairman at: [Rcfleck@rochester.rr.com](mailto:Rcfleck@rochester.rr.com).

**2010 BOOK OF RULES CLASSES**

**New for this year, we will have joint Rule Classes for Train, Trolley and Track Cars. If you plan on participating in the operation of trains, trolleys, or track cars in 2010, you are required take this class** (See the article on page 4). We are planning three sessions of the same class in March, April and May. Some scheduling difficulties have made the April and May dates soft at the moment. The first class session will be held March 6 in Room 2240 in

the Center for integrated Manufacturing Studies (CIMS, Building 78) at RIT from 9:00AM to 12:30PM. The Air Brake and Train Handling class will follow from 12:30PM to 5:00PM, and is required for anyone whom wants to be a Conductor, Fireman or Engineer. The best option for parking is in J Lot or T Lot, located at the northwest corner of the campus just off East River Road. Maps can be found at <http://facilities.rit.edu/campus/maps/>

**IMPORTANT: If you are definitely planning to attend March 6, please contact Bob Achellies ASAP at [bobachilles@aol.com](mailto:bobachilles@aol.com) or (585) 421-0876**

**2010 TRACK CAR OPERATIONS**

As a reminder classroom training (now more properly called the Book of Rules Class) will be held at RIT this year on Saturday, March 6 (see above). The Hands-On portion of your training will be held at NYMT much as in the past. The times are as follows: Sunday, April 18 from 1-4 PM (Note that you can easily leave RIT and travel to NYMT for your Hands-On on the same day); Saturday, April 24 from 9-3 PM; and Sunday, May 2, from 1-4 PM (Note that you can easily leave RIT and travel to NYMT for your Hands-On on the same day). As in the past, you will be required to successfully demonstrate your operating skills before you are issued your 2010 operator's license. The track car operating season begins on May 17, 2010.

—Harold Russell

**TWENTY-FIVE YEARS**

There are six members who are celebrating 25 years in the National Railway Historical Society:

- Stewart H. Anderson
- Robert L. Fitch
- Robert J. Hughes
- David J. Luca
- John E. Redden
- Stanley B. Swackhammer

These members will have their 25 Year pins awarded to them at the February membership meeting. Congratulations on reaching this milestone!

**JOIN ROCHESTER CHAPTER NRHS**  
**Annual Dues: \$57.00**  
Rochester Chapter NRHS  
P.O. Box 23326  
Rochester, NY 14692-3326

**PLAN AHEAD: Next Meeting:**  
**February 18**  
**7:00 PM at 40 & 8 Club**



# ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: [WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)

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### ASSISTANT MUSEUM MANAGER

David Scheiderich

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## MOTIVE POWER DEPT.

**STEAM:** Ron Amberger and Joe Nugent continue to take measurements of BNY 12's boiler. We measured layout of the crown stays on the firebox of BNY 12 and made some other detail measurements of rivet patterns on longitudinal seams and rivet sizes in some of the details. This data has been sent to the Strasburg Railroad so that they can continue their analysis of the boiler. We should have a complete report within the next month or two. Exxon Mobil donated \$5,000 cash to the steam fund as a matching grant to a donation from long-time member Cal Bulman.

**RG&E 1941 and 8:** We plan to finish the welding of the exhaust system for 1941 this month and move it outside to make room for moving no. 8 inside the restoration building for its planned work.

Don't forget that we hold our motive power meetings on the first Saturday of every month, 12:00 noon at Industry Depot. Many hands make light work. We hope to see you there!

— Ron Amberger and  
Joe Nugent, Motive Power Supt.

## EMPIRE STATE EXPRESS CARS

Don Wawrzyniak and Joel Shaw have completed 9 seat backs in January. Hope



**DON'S UPHOLSTERY SHOP:** Don Wawrzyniak works on new seat-back upholstery for one of the Chapter's ESE cars on January 16, 2010. Note piles of completed seat backs and bottoms already sporting new covering. PHOTO BY JEREMY TUKE



**SAFETY FIRST:** Dale Hartnett makes progress on new work platform designed to make window replacement efforts safer and easier. Volunteer Jim Bridger assists Dale with the construction on January 16, 2010. PHOTO BY JEREMY TUKE

to get 3 or 4 more done by the end of the month. That will leave us less than 10 to do for Car #1. All that will remain after that is the end seat bottoms and backs. Of course windows take first priority, and we have only two more large windows to complete clean-up and reassembly.

As explained by Joel Shaw, "We have a couple of patterns made from an original seat cover and an original seat back cover. The patterns each have the basic seat areas plus sides laid out to be flat. We have a roll of new seat covering material that Don is able to skillfully match up to the original



patterns along with some tweaking, gained through experience, to alter things for a better fit. Don then again very skillfully sews the individual pieces into a one-piece assembly that he and I are able to slip over the seat or seat back. There is a piece of trim stripping that needs to be re-attached to the seat back. While I am not able to dedicate as much time as Don and some other people, it is gratifying to see the progress as it is made.”

As of February 5, we have completed rehab of all the window glazing. Hats off to Dale Hartnett, Dave Peet, and others.

## OPERATIONS DEPT.

Some of you may be wondering what's going on in the Railroad Operations Department this year, so I thought now might be a good time to bring it up. As you have probably read earlier, we are hosting our first of three Rules Classes for the year in March. You may be asking, “Why do we need rules on our railroad?” Let me relate something my good friend once told me once about rules: “When the first railroad got its second locomotive, they realized they had a problem.”

We certainly have more than one locomotive (along with track cars and trolleys) on our railroad. To help insure the continued safe operation of our railroads and make sure everyone is “on the same page,” NYMT’s Charlie Lowe and I began working on a rule book that could cover all three modes of transportation that we currently host. We started with the rule book that John Redden and others developed more than ten years ago for us, and added in specific rules that had applied to trolleys and track cars previously. We also added in rules from the Class I railroads that apply to our operations. Our main goal is to ensure the safety of our volunteers and the public which we serve.

Learning the rules are the first step to participating in railroad operations at our museum. We are always looking for members who are willing to give us a hand. That is not just limited to running trains, but also includes what goes on behind the scenes before the first wheel is turned. There are too many to list here, but in future issues I hope to explain how the rules apply and help protect our operation.



**PLOW EXTRA:** Since the R&GVRR Museum's inception volunteers have struggled to keep up with Winter snow removal and plowing of our parking lots and roadways. For many years we have been on the lookout for an effective snow plow, and thanks to the efforts of several volunteers we now have such a plow. Last fall, volunteer Chad Timothy located a plow set-up for free after placing a want ad on Craigslist. Chad and Jeremy Tuke travelled to Caledonia and returned with a suitable, operational plow. Later last fall, one of the Chapter's former Army 4x4 pickups was fitted with the plow's mounting and lift assembly, and thanks to some minor modifications and a fine welding job by volunteer Rob Burz, the plow was finally made operational. Prior to this, the chapter relied on “armstrong” snow removal, or in the case of heavy snow, our Trojan loader was called into service. It should be noted that for the past few years we have been fortunate to have had the help and services of a “Mystery Plower,” some kind soul who has come by and plowed out the parking lot following any significant snowfall. Our volunteers are grateful to this person, whoever he may be, and we welcome such volunteer service if that “Mystery Plower” wishes to continue to do so. Having the 4x4 pickup will allow us to keep the access roads to the restoration building and other museum property accessible even during snowy winter months. PHOTO BY JEREMY TUKE



**THIS OLD TRACK CAR:** Bob Mader and Norm Shaddick began work on TC-4 on January 16, 2010. Mechanical repairs and upgrades, including a new roof, will make TC-4 ready in time for the 2010 track maintenance season. PHOTO BY JEREMY TUKE

# Important Chapter By-Laws Revision Proposal

Per our Bylaws any proposed changes must be published in writing to the membership prior to being voted on at the next membership meeting, these changes were read into the minutes of the January membership meeting.

## CURRENT:

### Article IV Elections

1. All officers and those trustees whose term expires shall be elected at the regular May meeting by majority vote of all eligible members voting in person or by mailed ballot. Mailed ballots must be received at the Chapter mailing address before the May meeting.

2. Prior to the May meeting, a Nominating Committee shall meet and select a slate of officers and trustees. This committee shall consist of four Chapter members. Two of these members will be carry over trustees, one of which will serve as chairman, as appointed by the President. The two appointed trustees should select two other Committee members who are not currently on the board.

3. The slate shall be published in the May issue of the Chapter Publication (The Semaphore) as a ballot that can be mailed in. This issue shall be mailed not less than ten days prior to the meeting date.

4. At the regular May meeting, the President shall call for additional nominations from the floor. The election shall then be conducted by majority vote from the Nominating Committee slate and any additional candidates so named.

5. In the event of a vacancy in the ranks of officers, National Director, or trustees, the vacancy shall be filled by the following: The trustees, by majority vote, shall appoint a Chapter member to fill the office until the next regular election. The remaining term of the office shall then be filled by the nomination and election procedure as prescribed above.

## PROPOSED: CHANGES UNDERLINED:

### Article IV Elections

1. All officers and those trustees whose term expires shall be elected at the regular May meeting by majority vote of all eligible members voting in person or by mailed ballot. Mailed ballots must be received at the Chapter mailing address before the May meeting.

2. Prior to the regular April meeting, a Nominating Committee shall meet and select a slate of officers and trustees. This committee shall consist of four Chapter members. Two of these members will be carry over trustees, one of which will serve as chairman, as nominated by the President and confirmed by the remainder of the board by majority vote. The two confirmed trustees shall select two members who are not currently serving on the board or seeking nomination.

3. At the regular April meeting, the Nominating Committee shall announce their slate of candidates, then the President shall call for additional nominations from the floor. It will be the job of the Nominating Committee chairman to contact those nominated from the floor that were not present, if any, and ask those individuals if they will accept the nomination. If they accept, those names will be added to the ballot of candidates selected by the Nominating Committee.

4. The ballot shall be published in the May issue of the Chapter news letter as a ballot that can be mailed in. This issue shall be mailed not less than ten days prior to the meeting date.

4.1 At the regular May meeting the election shall then be conducted by majority vote from the ballot of candidates published. If a majority vote is not obtained, a run off election will be held immediately, from the candidates receiving the two highest percentages of votes for that office.

5. In the event of a vacancy in the ranks of officers, National Director, or trustees, the vacancy shall be filled by the following: The trustees, by majority vote, shall appoint a Chapter member to fill the office until the next regular election. The remaining term of the office shall then be filled by the nomination and election procedure as prescribed above.

6. Electees will take office immediately upon the completion of the election.

If you are interested in helping out in the Railroad Operations Dept., but aren't sure what you could do, please feel free to contact me either by phone (716) 474-2833 or email [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com).

—Mike Dow, Railroad Operations Supt.

## ELECTRIFICATION

Overhead crews continue to work on the NYMT loop track electrification. We set 5 poles and 2 ground anchors on January 16, after which the R&GVRRM's auger truck broke down. It has since been sent out for

repairs, coordinated by Ted Strang. Meanwhile, Scott Gleason and Dan Waterstraat came back the following Saturday, January 23 to use the backhoe to set 6 more ground anchors. That leaves us with 5 poles to go and maybe a ground anchor or two on the loop track. Pole setting on the mainline south of Midway will follow later this spring. It's good practice to give the new poles and ground anchors a chance to have the surrounding ground firm up a bit before installing wires.

—Charlie Lowe, NYMT

## SAFETY FIRST

- Lifting something overhead? Do you have your hard hat on?
- Using a power tool? Do you have your safety glasses on?

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AND [WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)  
FOR ALL THE LATEST NEWS

THE  
SEMAPHORE

*National Railway Historical Society*



FROM THE ARCHIVES

FEBRUARY 1974  
Vol. XV, No. 5

Compiled By:  
OTTO M. VONDRAK

Activity was really starting to pick up at Oatka (Industry) Depot in 1974. Work crews had been busy for the last couple of years performing maintenance on our old train station and grounds. Soon another wooden structure was to join the collection. In 1973, the Chapter became aware that the B&O (Chessie System) was preparing to retire and scrap its fleet of ex-BR&P wooden cabooses. As a long shot, the Chapter wrote to the B&O to inquire about the possibility of having one of those cars donated to our fledgling museum. Many weeks passed without answer, and the matter was quickly forgotten until correspondence arrived from B&O headquarters in Baltimore announcing, "We hereby award you the following scrap items: One secondhand B&O caboose C-2631..." Our friends at the Livonia, Avon & Lakeville allowed us to store the car on their property until we could create a proper home for the car. It would be a few years before C-2631 would call our museum home, finally arriving in 1979. The car was subject to an extensive renovation in 1980. An ambitious project to return the car to its as-built BR&P configuration was spearheaded by Chris Hauf, with many reconstructed fixtures installed in 2005 and 2006 (see page 7). When complete, this car will be an excellent example of a wooden caboose that served in our region faithfully for many years.

More work continued at Oatka Depot through January, including the replacement of a rotten 14-foot beam in the basement. A refurbished lock was installed in the east door of the south waiting room, too. Other volunteers continued to wrestle with the installation of a second-hand furnace.

The February membership meeting was conducted at the Rochester Museum & Science Center. Spencer

Parrish gave a slide presentation covering the last years of mainline steam operation in Great Britain. Dave Rosenthal also presented a slide show of his 1970 tour of the closed City Hall IRT subway station in New York City.

By 1974, Penn Central was deep into a major bankruptcy from which it would never emerge. The judge overseeing the bankruptcy case threatened to end all service and liquidate the railroad if some recovery action was not taken by the government. Surviving on Federal loans, there were some loud calls to dismantle the Penn Central system by removing about half its trackage and shifting a large portion of freight to trucks. This proposal was quickly shot down, once the increase in pollution, congestion and fuel consumption were realized. As a result, the United States Railway Administration was created on February 1, 1974 to assume the powers of the Interstate Commerce Commission with respect to allowing the bankrupt railroads to abandon unprofitable lines. The USRA would work through 1974 and 1975 to come up with a plan to rescue the bankrupt railroads of the northeast, which would eventually become Conrail.

Our Annual Chapter Banquet was planned for Saturday, March 30 at the Party House on Beahan Road. Entertainment was to include two professionally-made 16mm railroad movies, and a live band. I'm sure we'll get a full report in a future issue of THE SEMAPHORE.

\*\* Thanks to Jim McClennin for sending in old copies of The Semaphore so that we may share them with you in the coming months. \*\*

Visit us online: [www.rochnrhs.org](http://www.rochnrhs.org)



Some of our historic equipment was rearranged and switched out of our Restoration Building on August 15, 2009. Currently in the middle of a multi-year restoration and rebuilding to its 1930s appearance, B&O C-2631 will one day emerge as Buffalo, Rochester & Pittsburgh 280. Project manager Chris Hauf has been coordinating the majority of the work, which involves not only replacing the outside sheathing, but recreating the original interior fixtures and furnitures. As part of B&O's I-10 class, this series of wooden caboose served until 1977. PHOTO BY JOE NUGENT

## Editor's Corner

email: [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com)

telephone: 585.820.2341

This year has been busy, not too many opportunities for railfanning in 2010 besides a grab shot here or there on the way to work. The end of January was time for the great Railroad Hobby Show put on by the Amherst Railway Society in West Springfield, MA. A great show not to be missed, it was only made better by the friends from Rochester who met me out there for the weekend. We spent all day Saturday at the show, and then that night I hosted a great slide show that was well attended by many great photographers.

Sunday dawned cold, but the skies were clear as we pointed our cars north for the old Boston & Maine yard at East Deerfield. We spent twenty minutes freezing on the "Railfan Bridge" before we heard the District 4 dispatcher call "NBED pull up to 114."

Immediately we scrambled our cars west towards Shelburne Falls and the chase was on. We chased NBED back into East Deerfield, then headed west again to intercept another eastbound at Hoosick Falls, NY. A multi-million dollar investment by Norfolk Southern has brought speeds on the old B&M back up to 35 and 40, quite the change from the 10 and 25 we were used to all these years!

The good news is that we had a great day of chasing under clear blue skies. The bad news is that my camera jammed while rewinding a roll of film and I lost everything I shot for the day.

That just means I'll have to head up there again sometime soon! Until next time...

—Otto M. Vondrak,

## FIRST AID KITS

There are two First Aid kits in the Restoration Building. The kits are black and red with the words "FIRST-AID" in red letters on the front of the box. One is located on the East side of the building, next to the South East personnel door. The second is located on the West side of the building in the Machine Shop area. Please alert a museum manager if supplies need to be replaced or restocked. Thanks to Steve Huse!

**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](mailto:ovondrak@yahoo.com) or call (585) 820-2341.

# THE SEMAPHORE

ROCHESTER CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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**Chapter Meeting:**  
**February 18**  
 7:30 PM at The 40&8 Club  
 933 University Ave., Rochester

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*Next Chapter Meeting:*  
**March 18**  
 7:30 PM at The 40&8 Club  
 933 University Ave., Rochester

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# Off the Train Wire



—Compiled by Rand Warner

**NEW WATER WORKS:** Jeremy Tuke set up a meeting with two contractors to review bidding on water purification equipment and hook-up. Bob Mader has sketched a possible building design to house the system, and made up a materials list. Jim Johnson and Chad Timothy have started on wiring to the new building from the Restoration Building. Rand Warner and Chad Timothy staked out locations for the new 8x10 structure to house the water treatment. Jim Johnson is ordering and stockpiling electrical hardware and fittings for the project. We now have approval from the Monroe County Health Dept. for our water systems engineers report.

**M.O.W.:** Bob Mader, Norm Shaddick, John Redden, Chad Timothy and Rand Warner are working on the rehabilitation of TC-4. Bob and Norm have removed the old roof.

Norm, Rand, John and Chad have been working on rehab of the ends. Wheel wear has been measured with an official Fairmont wheel gauge (See page 4).

**TRACK DEPT.:** We will be resuming construction of our new siding on the west side of the LA&L mainline when we can catch a break in the weather. We need to complete tie spiking and track gauging. Next will come ballast and tamping, and the installation of temporary bumpers and wheel stops.

**HEAVY EQUIPMENT:** Joe Scanlon, assisted by John MacDonald and Rand Warner, is readying our Bucyrus Erie B-38 40-ton crawler crane for sale to a foreign exporter. Chad Timothy helped get our new snow plow assembly installed on one of our Army pick-ups (See page 4). He also installed a new in-line block heater, located by Rand. Chad and Dave Shiederich have been working on getting our Trojan loader back in service. All fuel, oil, hydraulic, and transmission filters have been replaced. Once the double fan belts have been replaced, the Trojan should once again be ready to serve.

**C.U.T. LINE CAR TO NYMT:** As part of the sale of the former Trolleyville USA collection in Ohio, NYMT was the successful bidder on a former Cleveland Union Terminal overhead line car. Preliminary research reveals it may have been transferred to Cleveland Rapid Transit as early as 1953, and acquired by Trolleyville in 1961. It was used to install the Trolleyville overhead in 1961-62 and to take it down in 2005. The car currently resides in the new carbarn, awaiting further evaluation.

**CLEANUP CONTINUES:** We need to finalize our plans for the area immediately north of industry depot. This includes the former freight house site, recently vacated now that the *Pine Falls* has been moved onto live rail and old Track 1 has been removed. Cleanup of residual materials will continue so our wrought-iron fence can be reinstalled and the area made presentable for our re-opening in the spring.

**THANK YOU:** To Bill Chapin for turning in cans and bottles to pump up our steam fund; to Bob Mader for fire kindling for the depot stove; to Rand Warner for lanterns, artifacts, and hand tools.