

THE SEMAPHORE

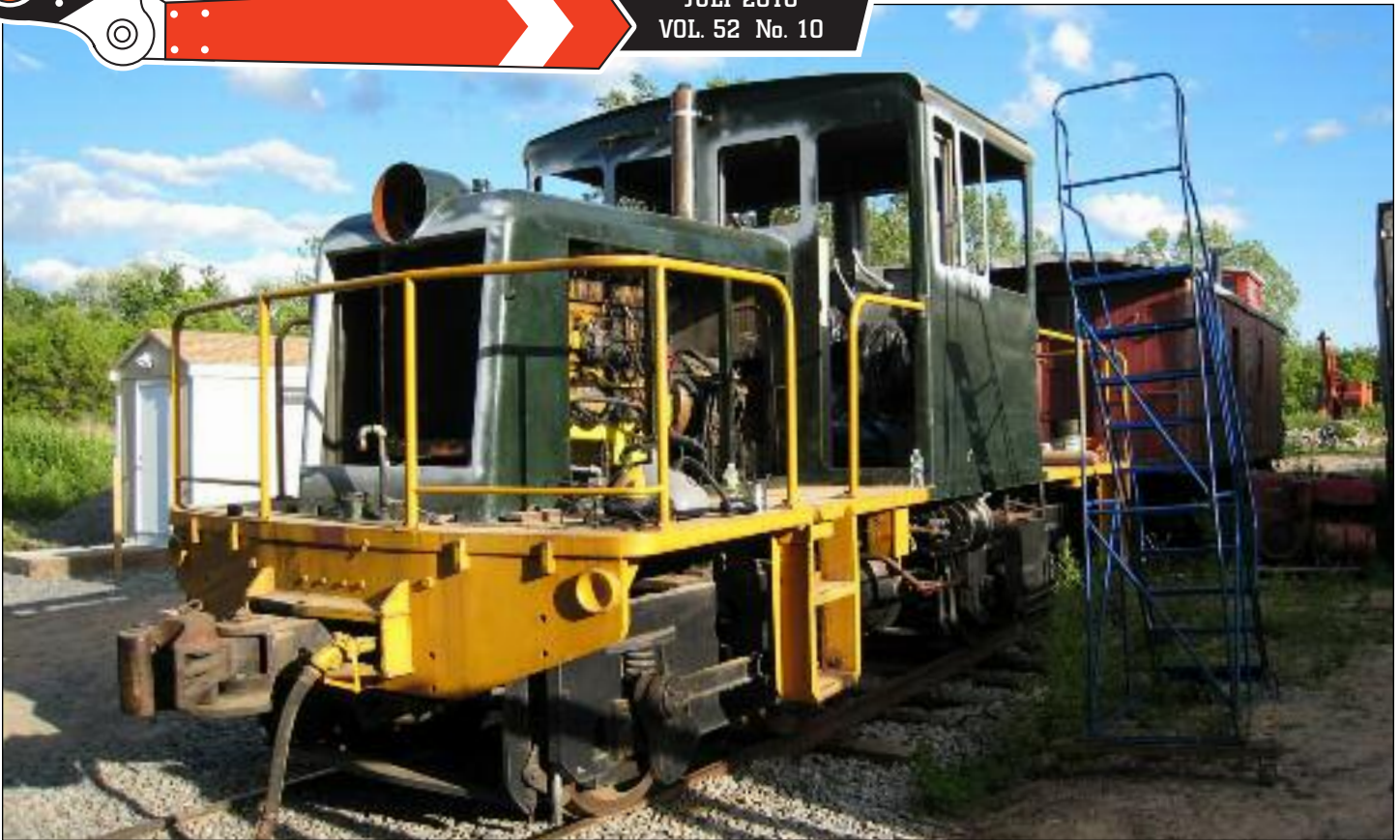
FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

JULY 2010
VOL. 52 No. 10

NEXT CHAPTER MEETING:

July 15

**Enjoy our Museum Railroad!
Bring a friend and
come take a ride!**



INTO THE HOME STRETCH: The multi-year rebuilding and restoration of RG&E 1941 is nearing its completion, thanks to a number of volunteers who have donated countless hours of time and expertise. Preparations for finish painting were underway in this photo. PHOTO BY CHRIS HAUF

Swing into Summer

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Another flourishing month. We had a very successful event in June, Railroad Day, with over 300 people attending. Many thanks to everyone who helped make it a special day for the public. Meanwhile, progress has been continuing on the *Empire State Express* excursion cars and the siding. Rob Burz has completed the paneling and molding in Coach 1, and has begun making patches to cover problems spots in the rest of the coach. Soon, it should be painted. The Railway Post Office car *Alonzo B. Cornell* has had the attention of chapter members Jim Johnson, Dick Holbert and Rob Burz where they are replacing some out-dated wiring with a new system for providing electricity to the

car. The siding has been extended further south, and multiple loads of stone have come in to help ballast the siding and level it. Millings have been spread along the east side of the siding to provide a smooth maintainable surface to drive on, as well as to work on the coaches. Eventually some will also be spread to the west of the track. Thanks to Chad Timothy, Mike Dow, Luther Brefo, Dale Hartnett, Pete Gores, Dan Waterstratt, Scott Gleason, and those others I cannot recall!

The Chapter has also been busy helping to fix up the wiring on NYMT's trolley car 161. On opening day the car suffered some shorting within a traction motor due to fatigue on the *(Continued on page 7)*



www.rochnrhs.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

UPCOMING MUSEUM EVENTS

There's an exciting calendar of events planned for the Rochester & Genesee Valley Railroad Museum's joint operations this season. Tell your friends! For a complete listing and details, visit www.rgvrrm.org.

July 17, 2010: Trolleys at Twilight: The New York Museum of Transportation recreates an evening at an old-time "trolley park," complete with refreshing ice cream and the happy sound of the calliope.

August 21-22, 2010: DIESEL DAYS: These kings of the rails come in all sizes, and the collection at the Rochester & Genesee Valley Railroad Museum gives visitors a close-up look. Learn what makes a diesel go. See several different diesel locomotives under power, and take a ride on them! Extended hours (10A.M.-6P.M.) and Special Event admission prices apply.

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.

July 15; and August 19, 2010: Monthly meeting at the Rochester & Genesee Valley Railroad Museum, at Industry Depot. Come on out and enjoy a ride on our museum railroad! Visitors are always welcome.

MEMORIAL SERVICE FOR DAYNA SHAW

A Memorial Service for Dayna M. Shaw, wife of Chapter board member and volunteer Joel R. Shaw will be held on August 9 at 6:30PM at Pittsford Community Church, 421 Marsh Road, Pittsford, N.Y. 14534. All are welcome.



RG&E No. 8

2010 Grant Awards
ARS: \$1,863
NRHS: \$1,500

GRANT ASSISTANCE FROM NRHS AND AMHERST: In June the Chapter was the recipient of a 2010 Amherst Railway Society grant for a total of \$1863.00 to fund the replacement of one of the two air reservoirs on RG&E #8. Later that month, the Chapter received a second award of \$1500 from the 2010 NRHS Heritage Railway Grant program. This money will go toward replacement of the second air tank for RG&E 8. We have a little fundraising work to do to make up the difference, so please visit www.rgvrrm.org/support to help out. Our goal is to have RG&E 8 be our "year-round" engine!

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

PLAN AHEAD: Next Meeting:
August 19
Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

LV 211: Otto Vondrak, Pete Gores, and Luther Brefo replaced 8 of the worn brake shoes on the LV 211. Chad Timothy and Pete removed two of the stuck pedestal liners, and we're working on the other two. Replacements have been found and will be installed soon.

R&GV 1654: Steve Huse has been working on 1654, clearing out floor drains and caulking seams. Steve also create a step for climbing on top of the locomotive's cowl. This will give us a safe way to check antifreeze and install the horns.

USA 1843: We were fortunate to receive a very special donation on June 27. Lester W. Carr Sr. of Clyde, NY has donated one of US Army 1843's builder plates to the chapter. Mr. Carr was a locomotive engineer at the Seneca Army Depot, where US Army 1843 was located before the chapter purchased it in 1993. Naturally, we will not leave the plate unattended on the locomotive. We will consider having replica plates made from the original, ensuring the original is not stolen. We can also install the original plate on the locomotive for special events. Stay tuned for more details!

A crew consisting of Joe Nugent, Ron Amberger, Jim Johnson, Dave Scheiderich and others brought 1843 down to Industry to get her barred over and started up for the first time this season.



Our former U.S. Army Fairbanks-Morse was started up for the first time this season on Saturday, July 3. A crew consisting of Joe Nugent, Ron Amberger, Jim Johnson, Dave Scheiderich and others helped get the engine barred over and started for the first time this season. Our 1843 is the only operating Fairbanks-Morse locomotive in New York State, and remains a rare example of F-M's unique opposed-piston prime mover technology, and one of our popular museum workhorses. PHOTO BY MICHAEL C. SMITH



MUSEUM NEWS

RG&E 1941: We are getting very close to the end of this locomotive's multi-year rebuild and restoration! Flower City glass completed the window installation on July 8th. The Cummins fuel pump/governor unit has also been rebuilt and will be reinstalled soon. I am now in the process of cleaning up and fabricating various parts. Chris Hauf explains the details of finish painting elsewhere in this issue.

A reminder that the Motive Power Department meets every Saturday at 9:30 inside Industry Depot. All are welcome to attend!

—Joe Nugent, Motive Power Supt.

RG&E 1941 FINISH PAINTING

After a several year hiatus while mechanical repairs and upgrades were made, the finish painting on Rochester Gas & Electric #1941 is starting again in earnest. The project will see the total repaint of the engine inside and out and from top to bottom. Everything from the inside of the cab to inside the engine compartments to the underside of the locomotive frame to the entire exterior, it will also be repainted. This was a process that was started several years ago, but was stopped when it was realized extensive repairs would be needed on one of the prime movers.

This project will take a lot of effort to do right, and it is a project that has been “done

right” from the start. From all of the careful steel replacement led by Neil Bellenger to the needle scaling of the entire engine by Dick Luchterhand to the recent paint prep work by Joe Nugent, John Redden, Mike Walsh, and Chris Hauf, the cosmetic work when done will certainly be a result of an incredible team effort just like the mechanical work, which has quite a team behind it as well.

In the end, the engine will be returned to its later paint scheme that it wore while working at RG&E's BeeBee Station on State Street. On the exterior it will wear RG&E “Brewster Green” over the engine with standard school bus yellow on the hand rails, grab irons, frame and pilot. Decks will be black along with the running gear. The cab will be a two tone green with a lighter cab green on top and Brewster Green below the windows. The exterior will be painted with a high grade automotive single stage urethane enamel that will insure the locomotive looks good for many years to come. The interior will be painted with high quality oil-based paint which is much more easily applied by brush and roller. It also comes in at a lower cost since the exterior paint costs over \$100.00 a gallon!

The work is going to take many steps and will include washing and degreasing the entire locomotive, followed by sanding and priming every surface that will receive a coat of paint. Following that will be

masking and application of the three different colors. In all, it will be a lot of work, but it will be made easier since we can mask and store the engine inside the Restoration Building between paint coats. This is a HUGE advantage and will make the work much easier and more efficient.

Updates will be published in these pages along with more frequent updates via our museum blog, rgvrrm.blogspot.com. A portion of the paint work is sponsored via a grant from the Amherst Railway Society, but like many of our projects, we welcome donations to help with the costs of the restoration. Information on giving can be found on the Support page of the museum's website at www.rgvrrm.org.

—Chris Hauf

TRACK DEPT.

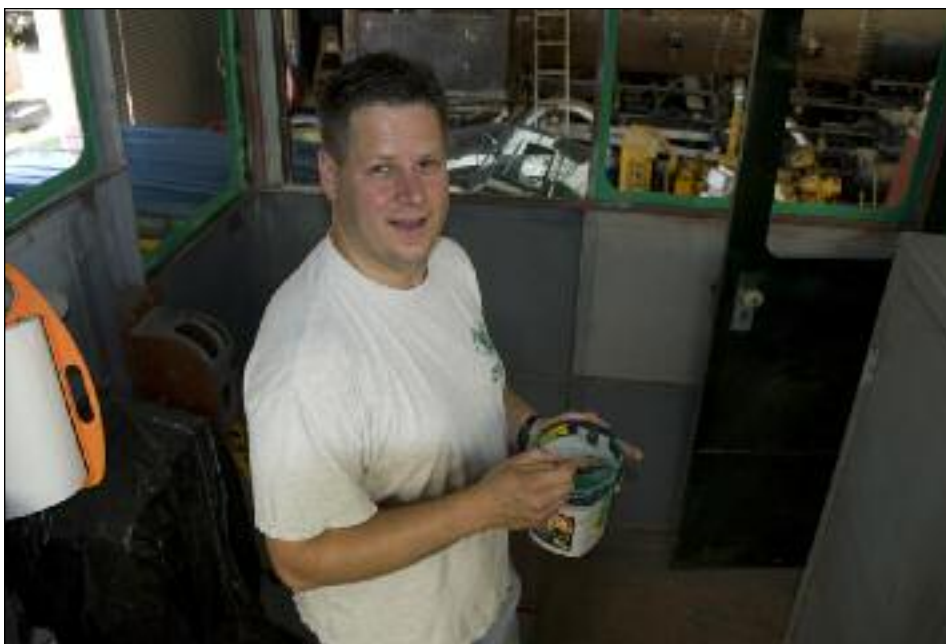
Mike Dow, Peter Gores, and David Sheiderich have been working on aligning and tamping the West Siding. Joe Nugent “remanufactured” some failed hardware on the tamper earlier this month.

Dave Scheiderich and Mike Dow have been replacing ties in and around Switch 6. The use of the Case 580K backhoe donated to us by RG&E has made this work much easier than the old method of pulling and placing rotted ties in and out of the track using twisting, jerking motions and track jacks. We ordered half of a switch kit earlier this year and this material is being used to put new life into the switch. We hope to have it done before Diesel Days with everything else that is going on.

—Luther Brefo, Track Dept. Supt.

DEPOT WATER

The water inside the depot has been tested and certified safe to use for washing and drinking.



LEFT: Chris Hauf was inside the cab of 1941 painting around the window openings in anticipation of new cab glass installation by Flower City Glass. Finish painting and final assembly will continue through July and into August, thanks to the efforts of many volunteers. It is our hope to debut the locomotive at Diesel Days 2010! PHOTO BY OTTO M. VONDRAK

MUSEUM NEWS



TOP LEFT: Progress on Coach 1 continues as the wall repairs have been completed and prepped for paint. **ABOVE LEFT:** Rob Burz has completed the paneling and modeling in Coach 1, and has begun making patches to cover problems spots in the rest of the coach. (SHEIDERICH) **TOP RIGHT:** The water in the depot is now safe to use for washing and drinking! Thanks to the hard work of many volunteers, we have ensured a safe water supply for the depot for years to come. (VONDRAK) **ABOVE RIGHT:** Joe Nugent positions the original builder's plate from our Fairbanks-Morse H-12-44, a generous donation from Lester W. Carr of Clyde, New York. The plate will be kept in safe storage. Our locomotive was built by F-M in September 1953 and worked at the Seneca Army Depot in Romulus, New York until purchased by our museum in 1993. (SHEIDERICH) **RIGHT:** The crew from Flower City Glass came in to do the glass installation on RG&E 1941 over two days during the second week of July, bringing this unit closer to completion. (HAUF)





MUSEUM NEWS



TOP LEFT: We have moved our ex-Kodak Park Railroad Jackson tamper over to the siding to help in the tamping and leveling. In the past few weeks, a little under one hundred additional feet of siding were being ballasted and leveled. **TOP RIGHT:** Our new West Siding as it appeared with tamped stone by the first week of July. We are currently raising money to purchase more stone to complete the extension of the siding. **PHOTOS BY CHRIS HAUF ABOVE LEFT:** Joe Nugent drilling out broken bolt from a shaft that belongs to the ballast tamper. The lathe is in the restoration building "machine shop" area. The repairs to the piece were completed by Ron Amberger using the mechanical technology machine shop at RIT. **PHOTO BY RON AMBERGER RIGHT:** The trio of Don Wawrzyniak (seen here), Dave Peet, and Joel Shaw have started to paint the south end of our Industry Depot. Working with power washers, heat guns, and scrapers, the team has managed to clean a good portion of the walls and prepare them for a new coat of paint. **PHOTO BY OTTO M. VONDRAK**



2010 Track Car Operating Schedule

Even though we are running more diesels than in the past, we still need trained Track Car operators to help out on select weekends. At right is the current schedule for the remainder of our 2010 operating season. We need your help to fill in the remaining open slots. Come out with a friend and share the operating duties for the day! New operators may want to shadow an experienced operator to better learn the schedule and equipment. please contact Harold Russell at haroldrussell@juno.com for more information.

DATE	OPERATOR 1	OPERATOR 2
July 11	Byrne	Cohen
July 18	Emens	Harnaart
July 25	Mitiga	Emens
August 1	Coon	Peet
August 8	Russell	Becker
August 15		
August 29	Dunham	Coon
September 5	Playford/Teague	
September 12		

(From page 1) wiring. Fortunately, nothing too serious happened, and the car is being repaired. Thanks to Jim Johnson, Dick Holbert, Bob Achilles and Pete Gores. The NYMT provides the entrance to our joint museum railroad, and the ongoing success of operating trolleys is important to our shared success.

Diesel Days is fast approaching! Please mark August 21 and 22 on your calendars and spend a few hours at the museum to help out where you can. See you down at the depot!

—Dave Scheiderich,
Chapter Vice President

ENCOURAGING WORDS

"I want to thank you for being there. My 8 year old grandson was in his glory on the sunday that I took him there. He has been interested in trains since he discovered 'Thomas' as 3 years old. He has now outgrown Thomas and was so impressed with the trolley ride, the men working on the diesel engine, the model train set up... Everything! He is weeding his Aunt's garden to save for his first electric train set. His 12 year old sister was very interested in the historical side of railroads. I love the gift shop people! All in all, I must say I got much more than I gave. The admission hardly covered the price of the memories and happiness received by all that day. We will be back!" —Kathy L.

Your Museum Needs You to be a Depot Tour Guide

We need your help to keep our museum open to the public. Without tour guides, our visitors will arrive at a closed depot, without opportunity to visit our exhibits. This cannot continue, and could lead to the museum **closing permanently** if it does. Please take a moment to review this schedule and see if you can contribute a couple of hours. We need at least two people to cover each day, but additional help is always appreciated.

DATE	EVENT	TOUR GUIDES
Sat., July 17	Trolleys at Twilight	
Sun., July 18	Regular Ops	
Fri., July 23	Childtime Fairport	Don Hill, Mike Root
Sun., July 25	Reg. Ops/Bday Party	
Fri., July 30	Childtime North Chili	Don Hill, Ray Howard
Sun., August 1	Regular Ops	
Thu., August 5	Bates-Rich Beggs	Don Hill
Sun., August 8	Regular Ops	Ted Miller
Sun., August 15	Reg. Ops/BMW Club	
Sat. August 21	DIESEL DAYS	Bob Fitch, Lynn Heintz, Mike Root
Sun., August 22	DIESEL DAYS	Mike Root
Sun., August 29	Regular Ops	
Sun., September 5	Regular Ops	

Contact Mike Root at mikeroot@clearwire.net or (585) 223-4906 (home)

THE SEMAPHORE

ROCHESTER CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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Chapter Meeting:

July 15

7:30 PM at Industry Depot
Route 251, Industry (Rush)

Next Chapter Meeting:

August 19

7:30 PM at Industry Depot
Route 251, Industry (Rush)



**ROCHESTER & GENESEE VALLEY
RAILROAD MUSEUM • EST. 1971**

Preserving the railroad history of Rochester and Western New York



Join us for...

**DIESEL
DAYS**

**AUGUST
21-22**

Mark your calendars!



All aboard for Diesel Days! Ride and enjoy select examples from our diverse collection of operating vintage diesel locomotives, from large road switchers to center cabs! Boarding the trolley at the New York Museum of Transportation, you will then transfer to one of our diesels for the ride down to Industry Depot. Upon arrival, enjoy tours of our classic Erie depot, equipment displays and our exhibit cars. Ride as often as you like throughout the day!



Minutes from the Thruway and I-390, many hotels and restaurants nearby!

Please visit our website for more information:

www.rgvrrm.org

