



HOME FOR THE HOLIDAYS, PART 2: The Livonia, Avon & Lakeville delivered our two donated ex-RG&E switchers to Industry on December 4, 2008. It took the cooperation and coordination of four railroads to make the move! With the engines safe in the siding, the LA&L heads south to pick up the rest of their train. Engine 8 has already been put to work, while "Old Yellow" will need attention before its first move. PHOTO BY CHRIS HAUF

Our expanding diesel fleet

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On December 4, 2008, Christmas came early to the Rochester & Genesee Valley Railroad Museum with the safe and successful delivery of our two new locomotives, General Electric 110-tonner #8 and GE 45-tonner #1950 from RG&E's Russell Station. After being stored safely at Kodak Park for several months, the Livonia Avon & Lakeville Railroad delivered the engines to the museum's new siding as part of a regular northbound move. The engines had been moved from Kodak Park two days before by the Rochester & Southern Railroad which held them at Brooks Avenue Yard for interchange with the LA&L on December 3. To move the engines the thirty miles from Russell Station in Charlotte to Industry took the

help of no fewer than four railroads including CSX; Kodak Park Railroad; Rochester & Southern Railroad and the LA&L. We would like to thank all four railroads for their help and careful handling of the engines. The museum would also like to thank Rochester Gas & Electric for their generous donation and their continued support of the museum.

These two switchers help expand the scope of our museum's demonstration, while their small size makes them a perfect fit for our railroad. Some work lies ahead to make them part of the regular operating fleet, please see elsewhere in the newsletter for more information on how you can contribute and help!

—Chris Hauf



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE 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 at haroldrussell@juno.com.

January 15, 2009 - "Western American Railroad Slides from Long Ago" by Ron Stacey.

February 19, 2009 - "Steam Freight Photo Charter" by Irene Szabo.

March 19, 2009 - "Rochester's Street Cars by Charlie Lowe." Bring your streetcar-related photos, artifacts and models to share with our members!

April 16, 2009 - "The Dansville & Mount Morris Railroad" by Douglas Morgan.

May 21, 2009 - Members' Slide Night and Chapter Elections. Everybody is Welcome! Please bring your edited slide show (in a carousel, no loose slides please) or digital show (on CD-ROM or flash drive) ready to present.

June, July and August, 2009 - Join us at the Rochester & Genesee Valley Railroad Museum for our monthly meetings! Take this opportunity to enjoy a ride on our museum demonstration railroad and see the results of our hard work! As always, bring a friend and encourage them to attend!

END OF THE YEAR PARTY!

It's that time of year again! Please join us for our annual End-of-Year Party, to be held on Saturday, January 17, 2009 at 2:00PM at the Rochester & Genesee Valley Railroad Museum. The museum is located at Industry Depot, right off Rush-Scottsville Road. Pizza will be served, and train rides will be offered. Enjoy the warmth of the station agent's wood stove and celebrate the holidays with your fellow Chapter members! Please bring a dish or dessert to pass. Admission is \$5.

2009 CHAPTER CALENDAR

Continuing in our tradition, the Chapter has produced, albeit a little late, a very nice full color 12-month, 12 page calendar for the R&GVRRM and the NYMT. Featuring night photographs shot around the museums over the past 20 years, "The Museums... After Dark..." calendar is printed in full color on heavy glossy 8.5"x11" stock. All of the calendars are spiral bound. The calendar is now available for sale at the NYMT gift shop, via mail order on our Chapter's PayPal store located at <http://www.rochnrhs.org/store/>

A preview of all of the individual images is also available. Calendars are \$10.00 each with \$3.00 S&H. Calendars are in stock and will be mailed First Class. All of the proceeds for calendars sold by the Chapter go to benefit the our organization and the Rochester & Genesee Valley Railroad Museum. We have a limited supply of the calendars and thanks need to go out to Chapter member Rich Carling for helping us with the printing. Please take a look and buy one today! At the December Chapter meeting, they were going fast with many positive reviews. Also please let others who may be interested know of their availability. We may also have some at the January Chapter meeting.

—Chris Hauf

CHAPTER LIBRARY REPORT

The library has been relocated to a space leased to us by the American Legion, at the 40 & 8 Club on University Avenue, where we meet once a month. The library will be open at 6:30 pm on Thursday, January 15th, 2009 and also at meeting intermission. The library might be a good way to help pass your time away during these long cold winter nights. Check out the excellent selection of railroad books and videos. Our library couldn't exist without generous donations of numerous books and videos from our members. A big thanks to Charles Robinson and Gale Smith for their efforts in making this a success. If anyone would like to help with staffing, we could consider being open twice a month. Please contact Library Chairman Bob Fleck at Rcfleck@rochester.rr.com.

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$54.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
February 19
7:00 PM at 40&8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGER

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with assistance from

Jeremy Tuke and Rand Warner

MOTIVE POWER DEPT.

The former RG&E centercabs were delivered to Industry on December 4, 2008. RG&E #8 is a GE 110-ton switcher, while "Old Yellow" is a GE 45-ton switcher (see December 2008 issue). Both units have already been started at the Museum and the 110-tonner has already been used to move the museum's former B&O baggage car (our tool car) to our new siding (under the supervision of the LA&L). There is still work to be done on the locomotives, especially the new 45-tonner ("Old Yellow"), to bring them both up to full operational status. Complete cosmetic restoration will follow later.

Also on the docket, there are a few items left to complete the mechanical and cosmetic restoration of sister locomotive RG&E #1941, the museum's first GE 45-tonner. The Museum welcomes donations to its Locomotive Preservation Fund to help support the continue restoration of these three ex-RG&E locomotives. Donations can be made online at: www.rgvrrm.org/locofund or mailed to Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326.

Of note, the Rochester Chapter is now the sole custodian of RG&E's all-time motive power fleet assigned to Rochester-area generating stations. Besides the three locomotives that served at Russell and BeeBee Stations, we also own a Whiting Trackmobile that was used at the Mount Read Steam Station and later at Russell Station. Quite a unique collection!

EK 6: The engine oil is being changed in our GE 80-ton centercab switcher, EK 6, and will be monitored for signs of contamination that are early indicators of possible engine trouble.

BNY 12: Our ex-Brooklyn Navy Yard Vulcan 0-4-0 steam engine is being prepped for movement out of the



TOP: The R&GVRRM's two new engines pass the new Barilla plant on their way north from the LA&L's Avon yard. **ABOVE:** The ex-RG&E Russell Station engines are shoved into the museum's new switch and siding on the west side of the LA&L. PHOTO BY CHRIS HAUF

Restoration Building. The cab interior has been cleaned out and all parts have been palletized for easy storage.

The Motive Power Team meets on the 1st Saturday of every month, 12:00pm at Industry Depot.

—Joe Nugent, Supt.
with Chris Hauf and Rand Warner

OPERATIONS DEPT.

The Rochester & Genesee Valley Railroad Museum will be holding its annu-

al operating rules and air brake/train handling classes on Sunday, February 8, 2009 and Saturday, March 7, 2009 (one additional class is planned for May) in room A-400 of the RIT Wallace Library (Building 5). The Operating Rules class will be held from 9:00AM to 11:30AM, and the air brake/train handling class will be held from 12:00PM to 2:00PM.

For each type of class (Operating Rules or Air Brake), you only need to attend one classroom session. You're certainly wel-



MUSEUM NEWS CONTINUED

come to attend all the classes if you like, but once you've passed a particular class, you don't need to attend that same class again. So if you're planning to be involved in operations in any capacity this year, you only need to attend one Operating Rules class and pass the required exams. If you'd like to become a Conductor and/or Engineer, you must also attend one Air Brake class. The best option for parking is in U Lot, located on the south side of the campus near the Library.

All volunteers who plan to participate in train operations at the museum must pass the operating rules class. Engineers, Fireman, and Conductors must also pass the air brake/train handling class. Please bring a pen, paper, and your current rule-book or a three ring binder with rings no smaller than 1" to hold the rule books and bulletins that you will receive. If you have the current rule book, please bring your copy, but rule books will be available if you don't. Class sizes will be limited, so if you plan to attend, please RSVP to Mike Dow at opsdept@rgvrrm.org or call (716) 474-2833 as soon as possible.

—Mike Roque.

Operations Department

YOUTUBE CHANNEL

Chris Hauf has been busy posting new video content to our YouTube channel. Not only are they popular with our members, but also with visitors from around the world! Diesels, trolleys, and our heavy construction equipment are all featured. Check it out at www.youtube.com/rgvrrm and let us know what you think!

Our neighbor to the north, the New York Museum of Transportation, had a very successful run of "Holly Jolly Trolleys." Many Rochester Chapter members assisted in this operation to make it a success. **TOP:** With nearly 600 riders over three weekends, the NYMT's trolley rides were very successful, even facing some tough operating conditions including lots of snow and high winds. Here we see the Car 161 departing the Remelt's boarding platform in over a foot of fresh snow. **MIDDLE:** In a scene that could have been 1948 instead of 2008, visitors boarded trolleys at Remelt's Evergreen Acres. **PHOTOS BY CHRIS HAUF** **BOTTOM:** Heavy snowfall didn't stop the trolleys. Car 161 recreates a typical 1930s interurban scene at NYMT's main entrance. **PHOTO BY CHRIS PLAYFORD**





STRAIGHT FROM THE TOP

National Railway Historical Society News

National Conventions



The 2009 National Convention "Steam on the Range" will be held August 10-16 in Duluth, Minnesota,

and is sponsored by our National organization. The central theme of the convention will be the vital role that railroads played in moving iron ore from the mines to the ports in the famed Mesabi Iron Range. Railroad tours and programs are being finalized, for more information, please visit www.steamontherange2009.com.

A little closer to home, the Lackawanna & Wyoming Valley Chapter has agreed to host the 2010 National Convention in Scranton, Pa. Titled "Endless Mountain Rails" will take place between June 22-26. While no details have been released, most likely Steamtown NHS and several area railroads will be involved in the festivities. Look for updates to be posted upon completion of the 2009 convention at www.endlessmountainrails.com.

Of note, the NRHS reports that the 2008 Lone Star Rails convention in Dallas generated a financial surplus. Certainly good news for the NRHS in such financially conservative times. No proposals have been submitted for a 2011 convention, and the Board is actively soliciting ideas.

2009 Membership Renewal Process Update

The membership renewal process has begun for 2009, again managed by Fernley & Fernley. As you may recall, this company was contracted by the NRHS to take over the administrative tasks pertaining to membership management. The 2008 process was fraught with miscommunication and frustration for many Chapters. National has promised that changes made to the process should make this year's renewal process go much smoother.

Membership invoices were mailed to members back in October, and new spreadsheets were emailed to Chapters at the end of November. Processing of these spreadsheets began in December and will continue through March.

2009 Budget Approved

The Board approved Society's budget for 2009, which reflects the changes in the way the NRHS will conduct business in the future. Expenses were reduced by converting some publications and communications to electronic format. Additional savings came from using volunteer help to assemble and mail New Member welcome packets. Finally, the budget for Information Systems was increased to accommodate a major upgrade to the NRHS web site and other Society web-based services.



NRHS Bulletin and Activities Annual Yearbook

NRHS *Bulletin* editor Jeff Smith reported that the schedule recovery program is still in effect, with the first issue of 2008 already mailed. The remaining 2008 issues are wrapping up production, and should be distributed in January, bringing the *Bulletin* calendar current. Going forward, 2009 issues will be issued quarterly to paid

membership. This is a major accomplishment, and the editorial staff should be congratulated for working hard to make up for lost time and make good on past issues.

Work on the 2008 *Yearbook* has also begun. Each year one edition of the National Railway Bulletin is devoted in part to information about the activities of each Chapter of the Society during the previous year. A new requirement this year is that all Chapter activity reports be submitted through the NRHS web site. Any handwritten, faxed, or e-mailed reports will not be accepted. A strict deadline of February 1, 2009 will be enforced as well, with no reports accepted after that date. The new requirements are intended to keep editing and production on schedule, with a planned mailing of the yearbook for this coming fall. It is expected to follow the same format as in recent years.

RailCamp 2009

RailCamp is designed to provide a railroad history preservation background, railroad operations and career opportunities to high school students entering the 9th grade through the 12th grade. It is an excellent forum for young adults with similar interests to learn about the rail history movement while sharing ideas with peers from other parts of North America. There are also opportunities for adults as well. Two sessions are offered each summer. Teen RailCamp will be held at Steamtown NHS July 5-11, 2009 and at the Nevada Northern Railway July 26-August 1, 2009. Adult RailCamp will be held at the Nevada Northern June 8-14 and September 14-20, 2009. Reservations for teenage campers should be made by January 15, 2009, and the Chapter has until April 15 to name a camper. The cost for the two programs is \$850 for Steamtown and \$750 for the Nevada Northern program. Please visit www.railcamp.com for more details.

—Compiled by Otto M. Vondrak

CABOOSE



19877

Traditionally the “little red caboose” was the punctuation mark to any American freight train. Bringing up the rear, the caboose was not only home to crews on the road, but also the office for the conductor and his paperwork. After World War II, wooden cars gave way to modern steel, yet the New York Central continued to roster hundreds of wooden cars into the 1960s.

This wooden caboose with steel underframe was built in 1921 by the New York Central at their shops in Oswego, New York. The original construction cost was \$3,600. Based on a standard design, NYC had hundreds of wooden cabooses just like our 19877. Our caboose spent most of its life in our area, working on the Falls Road, often found on the “Medina Turn.” Though the advent of all-steel cabooses reduced the number of wooden cars, 19877 remained in service through the Penn Central merger of 1968. The car was put up for sale in 1972, and was purchased at auction by Roy Verbridge and moved to his property at Williamson, New York, moved over the old Hojack line. It remained in Williamson until 1986, when the car was donated to the Rochester & Genesee Valley Railroad Museum. It arrived at Industry in 1987.

Upon arrival at the museum, the car was reconditioned and rebuilt by volunteers to give the car a new lease on life. Of note, the car is equipped with its original cast iron caboose stove. Volunteers applied new tongue and groove siding, made repairs to the underframe and the wooden end sills, and also replaced windows and made adjustments to the truck springs. The car provided another fifteen years of service at the museum, hauling visitors during Diesel Days and hosting many a Winter Caboose Campout for our members.

Of note, the Danbury Railway Museum in Danbury, Connecticut has a car similar



Our New York Central wooden caboose 19877 on Track 6 at Industry. After many years of faithful service, this car is getting some much needed attention so that we can return it to active service once more. PHOTO BY CHRIS HAUF

to ours in their collection, NYC 19322. Their caboose has undergone a multi-year restoration that is nearing completion. Our neighbors to the east, Central New York Chapter has NYC 19144 on display at the New York State Fairgrounds in Syracuse. Of note, the Western New York Railway Historical Society has restored NYC 19602. This car was built in East Rochester in 1896, its cupola was removed in the 1950s. The car was restored by WNYRHS in 1994 and is on display near Hamburg. While there are a few 19000-series cars in static displays around our region, ours is one of the few examples kept in operating condition.

Sometime after 2002, it became apparent that our venerable wooden caboose would need increased attention not only to the body and sills, but also to the roof. The car was set aside and eventually moved up to our new Restoration Building. As time permits, the Marks family has been working on stabilizing the car and evaluating its condition (the Marks family is also working on another one of our wooden pieces, the Wellsville, Addison & Galetton snow plow). Considerable attention has been paid to the cupola and determining the extent of damage to the roof. Currently, the cupola has been sealed and the caboose has been made weatherproof. It is hoped that within the next few years repairs can be made and we can once again return this unique car to active service. If you can help out with restoration efforts, or would like to learn more about this car, please see a museum manager for more information.



NYC 19602 was built at East Rochester in 1896, had its cupola removed in the 1950s, and was restored in 1994 by the WNYRHS.

PHOTO BY SCOTT HAWBAKER



NYC 19322 undergoing restoration at Danbury Railway Museum. PHOTO BY DANA LAIRD

AT A GLANCE

Builder: NYC Oswego Shops

Built: 1921

Road/Number: NYC 19877

Weight: 42,000 lbs.

Retired: 1972

Acquired: 1986



DESPATCH SHOPS: DSI switcher No. 1 pulls a string of brand new 50-foot double-door boxcars in fresh “Early Bird” paint. Despatch Shops built freight cars of all kinds for the New York Central and other railroads until 1970. The shop was constructed by Merchants Despatch Transport in 1897 in a section of town that was largely considered to be part of Penfield. The facility was originally built to support the operation and maintenance of the company’s fleet of refrigerated boxcars, and later expanded to manufacture freight cars for the railroads and other companies. The arrival of the carshops brought in hundreds of workers and their families who then settled a new community named “Despatch.” The first rail car to be built at Despatch was a refrigerator car completed on March 29th, 1898. By 1899 about 700 workers were employed with six buildings completed. Meanwhile the town was taking shape. In 1906 the village of Despatch was incorporated. In March of 1908 the village trustees renamed the thriving community “East Rochester.” Work continued at Despatch Shops, which was acquired and made a subsidiary of the New York Central Railroad. The New York Central provided the shop with its own locomotives (lettered for the shop facility), a tradition that continued on to the Penn Central days. Citing rising costs and other factors, Penn Central closed the shop in 1970. The MDT name would survive as a separate company that continues to lease freight cars and trailers to this day. PORTIONS QUOTED FROM DON SHILLING, PHOTO COLLECTION OF JOHN STEWART

Editor’s Corner

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It’s hard to believe that 2009 is here already! The prospects of a new year are very exciting for our group, especially when we look back at 2008. Aggressive work continues on our stainless steel ex-NYC Empire State Express coaches, preparing them for possible operation this fall. Two new locomotives have safely arrived, each a potentially valuable addition to our roster. The NYMT’s successful electrification extension program has added a unique dimension to our joint operations, now with a full mile of overhead wire. Volunteers are quietly working to restore the interlocking machine from Niobe Tower that John Redden described in the October and

November issues of The Semaphore. Others are working behind the scenes on our infrastructure, attending to drainage and other construction issues around the property. By the time spring rolls around, we’ll be in great shape for another fantastic operating season. And we’ll be gearing up for possible excursion activity in the fall. We have a lot of work ahead of us, and we will need your help to get ready. Contact a museum manager or department superintendent and get involved! There’s much in store for us in 2009, and it can only get better from here!

—Otto M. Vondrak
Editor, The Semaphore



PHOTO BY OTTO M. VONDRAK

The Catskill Mountain Railroad continues to make progress in downtown Kingston! Alco RS-1 401 in NYC-inspired dress crosses Washington Avenue for the first time in more than 10 years! Holiday trains were a success with more planned for 2009! —omv

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.

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Chapter Meeting:

January 15

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Next Chapter Meeting:

February 19

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Off the Train Wire

—Compiled by Rand Warner

EXCURSION COACHES: Work continues on our ex-NYC *Empire State Express* coaches. Dale Hartnett is continuing to remove the “MTA/Metro-North” blue window stripe first applied in the 1970s. Water and rust damaged interior panels are being replaced by Dave Luca & Co. Batteries are being serviced by Bob Miner and Jim Johnson. A temporary outdoor heated work enclosure was engineered by Dave Luca with help from Rand Warner, Rick Israelson, and Jeremy Tuke. Dave Luca, Rand Warner and Rick Israelson are rebuilding air hoses for use on trucks. Don Wawrzyniak is starting on new seat covers using our industrial sewing machine.

FREIGHT CARS: Both flatcars in the R&GVRRM collection are being used to assist construction of the new storage siding on the west side of the LA&L main-

line. Our Penn Central flatcar holds rail while our NYC flatcar holds ties and switch timbers.

LET THERE BE LIGHT: Jim Johnson has installed manual and automatically controlled floodlights on three sides of the Restoration Building. These lights will aid safety and security around the building, and make it easier for those working around the building during those long winter nights.

D&MM TRACK CAR: John Redden has relocated his Dansville & Mount Morris Railroad track car to his garage for rehab and restoration over the winter.

RAILWAY EXPRESS TRUCK: Lynn Heintz plans to relocate our Railway Express Agency 1939 Ford 1-tone truck to his shop for a body-off, full frame restoration. Lynn has been making steady progress in securing rare parts to return this truck to regular operation at our museum

TRACK DEPARTMENT: Our incoming yard switch #2 is being straight-lined with rail to permit bringing our equipment

through before our main switch to the LA&L is removed and relocated. As part of our yard upgrade effort, the switch relocation will probably not happen until Spring 2009 at the earliest. Relocating the switch will allow us to ease the sharp curve on our yard entrance, and make moving equipment a bit easier for all concerned.

TRAINS AT GEORGE EASTMAN: The popular exhibit “Trains” at the George Eastman House in Rochester will be open through January 25. The exhibit “Steam and Steel” features the photography of O. Winston Link and his campaign to document the waning days of steam on the Norfolk & Western in the late 1950s. Many members of Rochester Chapter were instrumental in helping this exhibit come together. A secondary exhibit “Tracks” features railroad photographs from the collection of the George Eastman House. The museum is located at 900 East Avenue in Rochester, for more information please visit www.eastmanhouse.org/trains.

Visit the Chapter on-line:
www.rochnrhs.org