



TC-4 powers a short work train consisting of our Fairmont crane and a flatcar up the mainline, north of Switch 6. Track patrols throughout the off season have worked to keep our lines in top operating condition, getting ready for the 2009 museum season. PHOTO BY DAVID SCHEIDERICH

Get ready for track season

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Warmer weather means that track construction season is here! The materials purchase for our West Siding has been approved and will be delivered by two truck loads. Stone ballast will come in a second order. Some of the equipment that was in the way has been moved to another location. Preliminary dirt moving work has begun with the use of the Bucyrus-Erie 20H and the Case 580K Loader/Backhoe.

After the earthwork has been completed and the center line of track plotted, a layer of sub-roadbed will be laid with the use of our Case 580K loader/backhoe. Ties will then be laid out, rail will be placed, then plates follow. The rail will be gauged with spikes at every fourth tie, then the real fun begins where we shored up the rest of it!

Our goal for the year is to construct an additional 330 feet of siding. Any more

than that would be “above and beyond.” As we finish up the new track, we will work on leveling and aligning the newly constructed track as well as last year’s efforts. Once this work is complete, the whole siding will get fresh stone ballast.

Work on installing our new yard lead continues, with no firm timetable in place. After the LA&L installs the new switch, our new curve will be finalized, and the worst worn rail will be replaced with some from our inventory. The area will need to be excavated to facilitate better drainage, including the installation of fresh rip rap and stone.

We can always use extra hands to help us reach our goals, especially as we perform spot tie replacements on the mainline throughout the season. Join in the fun!

—Luther Brefo, Track Dept.



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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 Russell at haroldrussell@juno.com.

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 18, July 16 and August 20, 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!

CHAPTER LIBRARY REPORT

The library has been relocated to a space leased to us at the 40 & 8 Club on University Avenue. The library will be open during the next chapter meeting from 6:30-7:30 and again at intermission. Please contact the Library Chairman for more information at Rcfleck@rochester.rr.com.

—Bob Fleck, Library Chairman

**FALLS ROAD AND WINERY TRIP
SUNDAY, JUNE 28, 2009**

Join us for a fun all-day tour along the Falls Road Railroad! Attendees meet at the Henrietta Town Hall, 475 Calkins Road, Henrietta, at 8:00am. Buses will transport us to Lockport, NY where we board our train. After our 10:00 am departure from Lockport, "continental breakfast" will be served on board the train. Our train arrives at the Medina Railroad Museum about 11:00. We will spend one hour at the museum. Coffee and refreshments will be served. Re-board the train and head west to the Spring Lake Winery, located just east of Lockport. We will enjoy a wine tasting and lunch. Re-board the train and return to Lockport at approximately

3:30. Re-board the buses and return to Henrietta Town Hall at approximately 5:00 pm. Cost is \$85.00 per person, all-inclusive! Reservations with payment are to be sent to: Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692.

CHAPTER SPONSORED AMTRAK TOURS

Join our Chapter tour guides Jim and Dianne East for another exciting year of chartered rail tours. Take Amtrak from Rochester to the heart of New York City for dining, shopping and a Broadway show. Or consider a Bermuda cruise departing Boston, or an exciting Vacation in New Hampshire's White Mountains? Don't wait, make your reservation now! For price details and detailed information, please contact Jim East at (585) 377-5389 or email at raileast@aol.com.

**Pre-Christmas Escorted New York City Trips
Thursday, Dec. 3-Saturday, Dec. 5
Friday, Dec. 11-Monday, Dec. 14**

Take Amtrak to New York City, enjoy shopping and dining before you take your orchestra-level seats for the Christmas Show at Radio City Music Hall.

**White Mountains Escorted Fall Foliage Tour
Friday, October 12-Tuesday, October 20**

Amtrak to Albany, then motorcoach to Laconia, NH. Escorted tour includes rides on the well known Conway Scenic, Mt. Washington Cog Railway, and Hobo Railroad. Motorcoach back to Albany, then Amtrak to Rochester.

**R&GV MUSEUM OPENS FOR THE SEASON
SUNDAY, MAY 17, 2009**

Tell your friends and family that our museum officially opens for the season on Sunday, May 17. We're looking forward to a great year of growth, as we increase the frequency of train operations and offer our visitors more special events. Come on out and join in on the fun. We need tour guides, track car operators, and folks to simply present a friendly face to our visitors and help them have an enjoyable experience. See you at Industry Depot!

—Otto M. Vondrak, Editor

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

PLAN AHEAD: Next Meeting:
June 18
7:00 PM at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGER

Dave Luca

(585) 288-0318 daveluca@frontiernet.net

MOTIVE POWER DEPT.

The motive power group has been focusing on getting ready for the season. Activity has focused on getting RG&E #8 ship shape with some work also being done on safety devices on R&GV 1654. Eastman Kodak #6 is also operational now.

Work on RG&E #8 has focused on the brake system and batteries. Dave Scheiderich, Joel Shaw, Joe Nugent and Peter Gores worked on taking the brake cylinders apart so that the packing cups could be replaced in all cylinders. Dave and Joe Nugent also removed the air brake distributing valve so that it could be sent out for rebuild. They also took out the dead engine valve and other hand valves for inspection and cleaning. Mike Walsh is working on cleaning and repairing these. Ron Amberger, Norm Shaddick and Bob Mader swapped independent and automatic brake valves between RG&E 8 and EK 6. The brake valves on EK 6 were



LIKE A SWEAT SHOP! Don Wawrzyniak has setup his upholstery shop inside of Car #1 in the restoration building. He has been actively working on upholstery repairs to the seats and seat backs in our Empire State Express coaches. Nice to add this capability to our museum. PHOTO BY CHRIS HAUF

more recently rebuilt and in better condition. Electrical expert Jim Johnson installed block heaters and a battery charger. The air compressor intake valves were removed and inspected. These need atten-

tion. Radio man Dick Holbert installed a new radio in the cab and is waiting for a new antenna to arrive to complete and test the radio. Yes, we know that there are already two antennas on the engine. The problem is that previous owners clipped the antenna wire short when they removed their radios so they cannot be connected. Jeremy Tuke installed new door locks on both cab doors. Mike Walsh also cleaned up the air valves for the windshield wipers so these are now operational. Dave, Mike and Joe also removed the batteries from this engine. The battery compartment needs to be cleaned up since it was contaminated with battery acid and coal dust. This engine and the RG&E 1950 arrived badly contaminated with coal dust from working around the Russell Generation Station power plant for so many years.

Joe Nugent and Mike Walsh checked out horn and bell issues on the R&GV 1654. During the winter the horn would not blow and the bell rang constantly on this engine when in use. The cause was traced to ice in the air supply for these. They checked out ok and the water was blown out. Joe Nugent is going to make a cover plate for the air horn mount so that water is kept out



THE GRADALL AT WORK: Our Gradall machine has proved to be a useful tool around our museum grounds, seen here clearing obstacles north of Switch 6. We have also been using the Gradall to help with our various drainage projects around the property. PHOTO BY DAVID SCHEIDERICH



MUSEUM NEWS CONTINUED

when the horns are removed. Unfortunately we need to remove horns from engines when we shut down because of the possibility of thefts.

Joel Shaw and Joe Nugent also made an inventory of the steam locomotive parts for the fireless Connecticut Light & Power #37 and our ex-Brooklyn Navy Yard #12. Joel will make a computerized list of the parts for future reference.

Don't forget that we hold our motive power meetings on the first Saturday every month, 12 noon at Industry Depot. We hope to see you there!

—Joe Nugent and Ron Amberger
Motive Power Department

TRACK DEPARTMENT

Representatives from the museum have met with the LAL to discuss drainage issues and the next switch installation. During a recent walk around tour, we identified potential drainage trouble spots. We are looking at several alternatives with the railroad regarding installation of the frog and degree of sharpness.

Three loads of rip-rap were hauled in by volunteer Chad Timothy to shore up some problem areas around our railroad. The rip-rap will be used over engineering cloth and with gabion bundles to stabilize our slide areas. To help improve drainage, Dave Scheiderich, Joe Nugent, and Rand Warner have unclogged a few plugged culverts around our property. We are also looking at several other areas to install additional drainage culverts.

Track Department Supt. Luther Brefo has been selling quite a few of our surplus "landscape" ties — several hundred dollars worth — over the last few months.

Track patrols over the last few weeks have addressed potential wide gauge on Track 4 in Industry Yard, and improving the guard rails on Switch 6. Thanks to Pete Gores, Matt Glogowski, and others.

—Rand Warner

ROCHESTER, LOCKPORT & BUFFALO CAR 206 PARTS TO NYMT

As part of the transfer of our former Rochester, Lockport & Buffalo interurban car 206 to NYMT, Bernie Cubitt, Rand Warner and Jim Johnson are logging and



TOP: A GROUP EFFORT: Rick Israelson, Bob Achilles, Jeff Carpenter and Chris Playford look on as Mike Dow explains how to inspect the generator on Lehigh Valley 211. PHOTO BY DAVID SCHEIDERICH
ABOVE: CAUGHT RED HANDED: Motive Power Superintendent Joe Nugent and Chapter Corresponding Secretary Dave Scheiderich work on removing some of RG&E 8's brake valves for rebuilding. This type of work is tough due to the very close clearances under the locomotive cab. PHOTO BY CHRIS HAUF



packing all loose restoration parts associated with the project. There will be several shipments of parts to the NYMT to aid in their restoration of this historic car. The RL&B was a fast electric interurban line that served its namesake cities until 1931. Rochester

Chapter acquired the body of Car 206 in 1998 from an individual in Knowlesville who had been using it as a storage shed for 67 years! Trucks were acquired for this car, which will also be transferred to NYMT.

—Rand Warner

R&GV MUSEUM NEWS

EMPIRE STATE EXPRESS EXCURSION TRAINSET

Work continues on our ex-New York Central stainless steel Budd coaches. John Redden, Norm Shaddick and Bob Mader are changing out interior air brake hoses on a second coach. Don Wawrzyniak is continuing to make and install top and bottom seat covers for the first coach. Dave Peet, Lynn Heintz and Bob Achilles are working on window overhaul and replacement. Dale Hartnett is continuing the removal of the Metro-North blue paint from the coach currently in the Restoration Building. Chris Hauf and Dale Hartnett are removing the baseboard steam heat equipment from the first coach, and Jim Johnson is working out how to power our new electric heating system from our HEP generator car.

FREIGHT CAR DEPT.

Lynn Heintz has inspected our Pennsy class H-21g open top hopper car with Rand Warner, and they have made a punch list of items needing attention before the car is repainted and relettered. Originally built in 1909, our hopper was rebuilt sometime after 1960 and placed in the H21g class, extending the car's useful life for a number of years. Some body repairs need to be made before the hopper can be painted.

SCOUT CAMP RE-DISCOVERED

Some of our eagle-eyed members noticed old state maps of our property indicated the presence of a Scout camp! Near where the Genesee River bends east towards the LAL tracks, the area just to the north is marked "Scout Camp." Some preliminary exploration revealed evidence of old camping areas and some ropes courses installed by BOCES long ago. This could be a fantastic opportunity to partner with the local Boy Scouts to explore the possibility of restoring the lands for limited recreational use in connection with educational programs at our museums. We have quite a few Scouts in our ranks who could possibly assist informing such a partnership. If you have any information regarding the camp, contact Joe Nugent.

—Otto M. Vondrak

MATERIALS WANTED

The Museum is looking for another good operating outdoor forklift, gas or diesel. We are also looking for cantilever passenger car jacks for our Restoration Building, air or electrically operated. If you have a good lead on either of these, please contact Dave Luca, Museum Manager. Every contribution helps us meet our goals!

—Rand Warner

MUSEUM OPENS FOR THE SEASON

The Rochester & Genesee Valley Railroad museum will open for the 2009 season on May 17. Bring your friends and family and tell them to bring their friends and their families! Look for increased train and trolley operation throughout the summer, and more special events to draw in more visitors. It's going to be an exciting summer!

You can help do your part by keeping the museum grounds neat and clean. Don't leave materials and debris cluttered around the depot. Properly dispose of all trash and try to keep work areas visible to the public neat and protected. Our museum grounds are a visitor's first impression, we need to make sure it's a good one.

There are many opportunities to volunteer at the museum this summer. We're also looking for additional volunteers to come help out for a few hours on the weekend as a depot tour guide. We'll teach you everything you need to know so you won't feel shy answering questions from the public. Contact Dave Luca if you're interested.

**R&GV MUSEUM OPENS
MAY 17**



CLOSE QUARTERS: Chapter volunteer Jeff Carpenter performs inspections on Lehigh Valley 211. At left, Jeff is under the locomotive inspecting one of the traction motors. At right, he is using a wheel gauge to test tolerances and check the flange thickness. PHOTO BY DAVID SCHEIDERICH

Harold Crouch (1920-2009)

Railroaders everywhere lost a great friend with the passing of Harold Crouch on March 27. Harold was born in Newark, N.Y., attending Newark High School and graduating with honors. He was a 1943 graduate of Rensselaer Polytechnic Institute and a veteran of the U.S. Merchant Marine during World War II. After his time in the service, he hired on with the New York Central, where he had a long and successful career, eventually retiring with Conrail. Harold enjoyed a long career with the railroad, and made many friendships along the way.

One of his earliest assignments on the New York Central was testing the brand-new Niagara class of steam locomotives. His job was to ride "up front" – literally. They constructed a small sheet metal enclosure on the pilot beam of 6023 where several technicians were assigned to ride, taking readings from the boiler and the machinery, all while hauling actual trains at track speed. Harold was quite proud of this work, and in later years, he would sometimes sign his notes "Harold Crouch S1b 6023."

In 1957, the New York Central opened a new research center at Collinwood Yard, just outside of Cleveland. Harold was assigned there and worked on many projects through the late 1950s. Several years ago, this author happened upon a copy of the New York Central *Headlight* magazine which described the feasibility of shipping early ballistic missiles, using baggage cars on passenger trains. The article listed Harold as one of the participants in this project, so we sent him the magazine. He replied with a nice long handwritten note (as was his customary practice), describing the program. They built a simulated missile using portions of large water tanks, and other odds and ends. "It just fit inside the baggage car," Harold remarked. It wouldn't be too much of a stretch to say that the Central's passenger trains had entered the missile age. We never learned whether this study resulted in the NYC actually trans-



Harold Crouch with his live-steam model of an NYC Pacific at the Finger Lakes Live Steamers in 2003. Harold enjoyed a long career with the NYC, PC and Conrail. PHOTO BY TOM FEDOR

porting missiles or not.

Another assignment that Harold held was with the Bridges and Buildings Department. One of his projects was on the old "Hojack" swing bridge in Charlotte. By this time, its engine was not reliably swinging the bridge, so he designed a new mechanism in order to give more reliable operation. Harold was sure to point out that "the original steam engine is still up in the operator's cabin on that bridge. It was just moved back, out of the way."

Although he was an acknowledged expert on diesel locomotives, his first true love was steam, especially New York Central steam locomotives. Harold was an avid live-steamer, and he built a one-inch scale model of a New York Central Niagara, and an inch-and-a-half scale model of an NYC Pacific. He was proud of the fact that he was able to surprise his father, by completing the Niagara during his spare time, without his father catching wind. In later years, Harold was a fixture at the Finger Lakes Live Steamers with his model Pacific. On most

days, one could find him on one of the radial tracks, just off of the turntable, tinkering with the engine. He also travelled extensively with the engine to other live steam clubs.

Our members have probably seen some of Harold's articles in *The Semaphore* that relate his vast experience with early diesels. For anyone needing to learn about antique locomotive maintenance, Harold was a priceless resource who was extremely generous with his knowledge. He always had time for our phone calls. Some of this author's fondest memories are of time spent on the phone with Harold, just listening to him recount his experiences. We can remember his advice on a wide variety of topics – how to install a turbocharger on an Alco 539; what to beware of when running an F-M; important lubrication tips; the pros and cons of Alcos vs. EMDs; GE vs. Westinghouse; the merits of Elesco vs. Worthington feedwater heaters... his technical knowledge could have easily filled several books.

Harold didn't have a mean bone in his body, but when asked his professional opinion, he would express his views tactfully, and often with a wink and a smile. In 1993, the Chapter was awarded the chance to purchase a Fairbanks-Morse yard switcher from government surplus. By this date, F-M locomotives were becoming quite rare, and acquiring one that not only ran, but was quite well-maintained, was a significant event for our Museum. So when the word came that we acquired 1843, we called him, bursting with excitement. Harold, who was never a fan of F-M products, upon hearing the news, said after a long pause, "Well. . . Good luck!"

Harold's articles have been published in the New York Central System Historical Society's *Headlight*, Rochester Chapter's *The Semaphore*, and *Trains* magazine. Although we lost a wonderful guy and a priceless resource, we can take some comfort in the fact that he took time to share many of his experiences for others to learn from and enjoy for years to come.

—John Redden



SIXTY YEARS AGO, THEY CAME TO ROCHESTER: In 1949, the Rochester Chapter hosted the NRHS national convention. By the standards of the day, it was a popular and well-attended event. One of the popular tours included an excursion over the Baltimore & Ohio (former Buffalo, Rochester & Pittsburgh), seen here departing from Main Street Station (the current location of Nick Tahou's). Other tours included an extensive inspection of the Rochester Subway. Sixty years later, the 2009 NRHS "Steam on the Range" National Convention will be held August 10-16 in Duluth, Minnesota. Rich in mining history, Duluth is the gateway to the famed Mesabi Iron Range. This year's national convention will look at the railroad's role in moving these pellets to the Lake, and offer the chance to enjoy some time at the port, hopefully witnessing the loading of a lake ore boat from rail cars emptied from the ore dock. All this will be organized around rail trips and museums that do an outstanding job of pulling together the importance of transportation to commerce and industry in the area. Many tours, excursions, and events are planned. Steam will be a major feature of this event, with a possible visit from the "Daylight" SP 4449. Visit www.steamontherange2009.com for detailed information. ROCHESTER CHAPTER NRHS ARCHIVES

Editor's Corner

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May is here! And that means it's time to open up our museum to visitors once more. This is always my favorite time of year, as we get to show off the fruits of our labor from the past year. This year, our accomplishments may not appear as readily visible as in years past. The Motive Power Department was hard at work getting our fleet ready and welcoming in two new additions. The Track Department has been performing routine track maintenance and planning the extension of our West Siding to house our excursion set. Other folks have been hard at work on our excursion set coaches, anticipating the day they will carry paying passengers once more. These tasks don't pack the visible "gee-whiz" factor of a newly painted piece of equipment, but they

are equally important and all contribute to our shared success.

We are extremely fortunate to have a flawless safety record in our 25 years of operation. Let's make sure we keep it that way. To ensure the safety of our passengers, please assist them in getting on and off our trains. Know the locations of fire extinguishers and first aid kits. Check them periodically to make sure they function as intended. If an extinguisher needs service or a first aid kit needs replenishing, please alert the museum manager. Know who to contact in case of emergency. Also, please keep a close eye on our visitors and protect them from hazardous conditions. Do not allow them to climb on equipment (unless otherwise directed), stand

between the rails, or walk into otherwise restricted areas. Make sure children are attended to at all times.

When you are on the property, you are the face of our museum. Make every attempt to be a helpful, friendly, courteous, kind, and cheerful host. Now, you don't have to be a Boy Scout to know that good manners and a simple friendly gesture can be our best advertisement. Our visitors came to visit us because they wanted to — YOU have to give them a reason to return!

Finally, have fun and enjoy yourself! You're part of one of the most active railroad preservation groups in the country! See you trackside!

—Otto M. Vondrak,
Editor, *The Semaphore*

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.

THE SEMAPHORE

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Chapter Meeting:

May 21

7:00 PM at The 40&8 Club
933 University Ave., Rochester

Next Chapter Meeting:

June 18

7:00 PM at Industry Depot
933 University Ave., Rochester

Off the Train Wire

—Compiled by Rand Warner

SAME ADDRSS, NEW LOOK: Thanks to webmaster Mike Roqué, the museum has a new web site and news blog. Check out the new web site at www.rgvrrm.org.

WATER, WATER EVERYWHERE: Jeremy Tuke has met with the County Water Dept. regarding the requirements for our new well. Rand Warner is getting quotes for running pipe from our well to our depot. We will keep members advised of when the actual water shut-off date will be.

MUSEUM SEASON BEGINS: In preparation for our 2009 season opening on May 17, we are sprucing up the inside and outside of the depot, and cleaning out and placing our exhibit cars in the yard. Thanks to Joe Nugent, Dave Scheiderich, Rand Warner, Jim Johnson, Chris Hauf, and others. We will continue working on the areas

around the depot, removing any extra materials and debris to improve our visitor's first impressions of our site.

HEAVY EQUIPMENT: Our Trojan loader, back in service again after a rear axle differential rebuild via Art Mummery, is already providing yeoman service for a variety of projects around the museum. Bob Mader took a tire from our Ford forklift to be checked over and repaired. Chris Hauf has started up the upper engine of our Bucyrus-Erie 25-ton truck crane. Joe Scanlon has provided training for our new Army 6x6 super duty tow truck.

TRACTION ACTION: A sizable crew from New York Museum of Transportation, under direction of Charlie Lowe, has begun the process of stripping usable parts and materials from our former Philadelphia street sweeper car C-147. SEPTA retired their fleet of sweepers in 1974, and the deteriorated body of this car came to us in 2000, and Rochester Chapter members managed to stabilize the car while next steps were considered. The NYMT has a sister car C-130 in its collection. All salvaged materials will help the

NYMT in their mission of preserving our local traction heritage.

NORTHWEST QUADRANT: The lawyers are now finalizing land arrangements for us to acquire permanent rights to the 50 to 100 acres or more of lands on the west side of the Livonia, Avon & Lakeville tracks, and north of Route 251. This will permit us to go forward with a number of expansion plans and projects beginning this year. We are already using some of this land on a legal permit basis. Stay tuned for further developments.

THANKS TO: Rand Warner for donation of tools and literature for steam and diesel locomotives. Thanks to Joe Scanlon and Dave Luca for arranging the recent acquisition of surplus Army vehicles.

R&GV MUSEUM OPENS

MAY 17

WWW.RGVRRM.ORG