

NEXT MEETING:
Oct. 15
 David Monte Verde
 "Baltimore & Ohio 4th Sub
 in the 1970s"



The first coat of red paint has been applied and the masking has been peeled back to reveal the yellow stripe on October 9. PHOTO BY OTTO M. VONDRAK

Red Alert!

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It's always exciting to see a long-term restoration project reach the next milestone. That excitement was realized at the beginning of October as the first finish coats of red and yellow were applied to Lehigh Valley caboose 95100. This is a triumph for our museum as we continue to carry out our mission of historic preservation despite restrictions placed upon us by the global pandemic response.

Personally, it was gratifying to see the caboose that we plucked from a local scrap yard (a story in itself) just ten years ago rapidly approach the finishing stages as we enter a new decade. Sam Rosenberg and his team of volunteers have much to be proud of. It was also great to have long-time volunteer Chris Hauf able to time an extended visit from California to spend a few days to help Charles Bell with prep and paint of the caboose. We look forward to complet-

ing this project in 2021, and reuniting the caboose with LV 211 and our LV boxcar!

Restorations like LV 95100, BR&P 280, Rochester Subway Car 60, and others are all made possible by the support of our members, the tireless efforts of our volunteers, and the generosity of our donors. We can't do it alone, and we need your help to maintain forward momentum. Won't you consider contributing in 2021?

Our annual elections are coming up in November. Many positions are up for election, including president. See **page 6** for details.

We want to keep you all connected during this difficult time. Your ideas for the future are welcome. Please email me at ovondrak@yahoo.com or call me at (585) 820-2341.

—Otto M. Vondrak,
 Museum President



www.rgvrrm.org

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R&GVRRM HEALTH & SAFETY PLAN

The first priority of the Rochester & Genesee Valley Railroad Museum is the safety of its visitors, volunteers, and members. Our museum is facing a monumental challenge as we prepare to re-open this summer. We are doing everything we can to keep you safe during your visit, but we can't do it alone. Before you visit, please review the following Visitor Responsibilities that follow the latest guidance from New York State and the Centers for Disease Control. *Guests of the museum are invitees to private property, and therefore are required to follow our policies for entry.*

Museum Health and Safety Plan

- All handrails and exhibit surfaces are cleaned multiple times throughout the day by museum volunteers.
- Hand sanitizer stations are available throughout the museum grounds.
- Cashless transactions are strongly encouraged for any purchases made at the museum.
- Social distancing will be enforced on all train rides and in all exhibit areas.
- All staff interacting with the public are required to wear proper PPE.

COVID-19 Visitor Responsibilities

- Please purchase your tickets in advance and either print them out or display on your phone for entry.
- Masks covering the nose and mouth are required for all visitors age 2 and up. Masks may be removed if you are seated to eat or drink.
- Please maintain a safe social distance of 6' from visitors.
- Please use the hand sanitizing stations conveniently located throughout the museum grounds.
- Please stay home if you are sick, prone to infection, or in a "high-risk" category.

**We look forward to your visit and
we thank you for your support!**

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**UPCOMING
MONTHLY PROGRAMS**

Meetings return to the 40&8 Club in downtown Rochester! Following the latest guidance and restrictions, **monthly meetings will be restricted to museum members only** until regulations are relaxed by the state.

Our next meeting will be Thursday, **October 15**, at 7:30 p.m. Face coverings will be required for entry, and members must maintain safe social distance from one another. Cash bar is available. We thank you in advance for your cooperation.

Our program for **November 19** will be member Duncan Richards presenting restored selections from the late Norm Shaddick's slide collection. Our November meeting is also Elections Night, where you may drop off or cast your ballot in person.

We are currently seeking programs for future meetings. programs can be on any railroad-related topic. Please contact Otto Vondrak at ovondrak@yahoo.com to reserve your presentation slot.



ABOVE: Thanks to Sheet Metal Workers Union Local 46 and their apprentice program, work is wrapping up on the main portion of the roof of Rochester Subway Car 60.

**ERIE STILLWELL COACH
UPDATE**

New plywood window plugs have been cut and painted, awaiting installation. Completion of this stage of the project will allow the car to be sealed and heated during the winter so additional interior work can take place. The surviving cut-glass decorative windows from the arches have been carefully removed from the car and placed into a marked crate for safekeeping in the Restoration Shop. Thanks to Charles Rothbart, Jackson Glozer, and Travis Wagner.

The good news is that the roof appears to be in very good shape, having observed no leaks during several recent rainstorms. The roof was stripped, sandblasted, primed, and painted in 2018, thanks to a generous grant from the Stillwell family. The family has committed to making additional donations to help move this important restoration project forward.

ERIE CABOOSE REPAIRS

RIT student Justin Carmona has stepped up to be the project manager for the repair and rehabilitation of Erie Railroad C254. This caboose first arrived at Industry on March 12, 1986. According to the January 1987 issue of THE SEMAPHORE, Freight Car Foreman Neil Bellinger worked with Curt Boyer to rebuild and replace windows. Norm Shaddick cleaned out the car and got the oil stove working again. John Redden and David Monte Verde installed new seat cushions and reupholstered oth-

ers. Chris Hauf got involved in 1991, and helped bring the restoration project across the finish line in 1994.

The first task was to clean out the caboose and relocate some tools and materials that had been stored inside the car. Justin Carmona, Dave and Kevin Coon, Kiara Harris, and Tony Mittiga helped complete this task on October 3. On October 10, the team removed the bench in the southwest corner, with the help of a visiting Chris Hauf. This will allow the wall panels to be removed, which will then allow exterior sheet metal repairs to take place. A few water damaged floor boards will also be replaced.

**ROCHESTER SUBWAY
CAR 60 UPDATE**

Thanks to Sheet Metal Workers Union Local 46 and their apprentice program, work as resumed on the installation of Car 60's new steel roof on September 28, which was interrupted back in March as restrictions took effect. The next class of apprentices will be designing, fabricating, and installing the round-end roof portions of the car. Rand Warner, Dave Luca, Charlie Marks, and Bill Marcotte are working up a design to repair and rebuild the north end vestibule, and come up with a design to replace the south end vestibule.

**RESTORATION UPDATE
LEHIGH VALLEY CABOOSE 95100**

Volunteers worked feverishly through the end of September to prepare the ca-



LEHIGH VALLEY
95100

ABOVE: Here's what LV 95100 looked like when it was delivered to Industry in 2011.

ABOVE RIGHT: Under the direction of Charles Bell, Chris Hauf uses the Shuttlewagon to gently ease LV 95100 out of the shop for another round on paint on October 6.

RIGHT: Volunteers Charles Bell and Chris Hauf pose after completing the first coat of red paint on October 9. Chris was able to time his visit from California to help with this project.

boose for paint. Thanks to Joe Steimer, Chuck Whalen, and Sam Rosenberg for preparing the exterior.

A fresh coat of primer was applied on October 1 by Charles Bell, with assistance from Chris Hauf, who was able to lend a hand while visiting from California. Planning around rain forecasts, the first color was applied to the caboose on October 6, painting the yellow stripe. Allowing time for the yellow paint to cure, the first coat of brilliant red was applied on October 9. The resulting transformation is nothing short of amazing! Special thanks to Chris Hauf for taking time out from his schedule to contribute to this project.

Unfortunately, it appears we have run out of warm weather for painting, and additional coats of paint will have to wait until the spring. In the meantime, attention has returned to the interior, with Chuck Whalen applying the first coat of light beige in the southwest corner on October 10.

February 2021 will be LV 95100's 80th birthday. Our goal is to complete the exterior finishing and operate it as part of a photo freight with our Lehigh Valley boxcar and LV 211. Donations in any amount can be made to this project at rgvrrm.org/donate
—Sam Rosenberg, Project Mgr.



ABOVE: Charles Bell applies paint for the yellow stripe on October 6.

ABOVE RIGHT: Chuck Whalen used a tack cloth to remove any dust and particles before red paint was applied on October 9.

RIGHT: Charles Bell removes the masking to reveal the yellow stripe on October 9. Additional coats of paint will follow with warmer weather in the spring.





ABOVE: Caught in the act! Volunteer Chris Hauf removes the last pieces from the wall that supported the bench in the southwest corner of Erie C254. Chris was project manager on the car's first restoration in 1994.

ABOVE LEFT: Conrail 19665 (ex-Erie C254) was photographed at Lehighton, Pa., 1985. It was acquired by the museum and delivered to Industry in 1986. Restored in 1994, this car is currently in the shop for light repairs and rehabilitation. PHOTO BY KERMIT GEARY, JR., COURTESY GARBELY PUBLISHING CO.



LEFT: Jeremy Tuke, Bill Marcotte, and Charlie Marks up on the roof of Buffalo, Rochester & Pittsburgh 280, carefully cutting holes in the roof for the new chimney fabricated by Bill, and for a cupola signal lamp.

BELOW LEFT: The signal lamp installed on top of the cupola. JEREMY TUKE PHOTO



BR&P CABOOSE 280

Rob Burz completed plumbing and installation of the conductor's emergency air brake valve on September 18.

On October 3, Charlie Marks and Jeremy Tuke cut a hole in the roof to accommodate the new smokejack fabricated by Bill Marcotte, and a second hole in the roof of the cupola to insert a kerosene signal lamp.

The caboose will remain inside the shop for the remainder of the season so the roof can be sealed and the coal stove can be connected to the chimney.

BUILDINGS & GROUNDS

For the first time in the nearly 50 years we have owned Industry Depot, all four exterior doors are now functional! Charlie Marks rebuilt the northwest depot exterior door in his home workshop and re-installed it at the end of September. This will allow visitors to pass through the gift shop in the North Waiting Room as needed.

On September 15, Scott Gleason, Tim Gifford, Adam Lloyd, and Bob Cowan removed the large stone ballast from the area around Track 3 and replaced it with a fresh layer of crusher fines. Scott Gleason and

Peter Gores finished the job with the roller on September 17, and pushed the Lackawanna baggage car to its new home against the bumper on Track 3. This new material will allow water to drain away, but compacts into a much tighter walking surface. No more constantly pushing ballast away from the station platform! This completes the project to rebuild our boarding area at Industry Depot.

Otto Vondrak and Jeremy Tuke assembled a new 4x8 platform that will be a part of the new entry to our Lackawanna baggage car exhibit at Industry Depot.

Charlie Marks framed out a new exterior cellar door on October 10. This will make it easier to service our water softening system and provide additional security.

Otto Vondrak, Jeremy Tuke, and Irene Szabo picked up a donation of a large built-in oak cabinet rescued from the New York Central depot in Honeoye Falls before it was demolished. Temporarily stored in the LV boxcar, we look forward to incorporating this cabinet into our Industry Depot in the spring.



SALUTE TO VETERANS

ABOVE: Channel 10 WHEC-TV came out to record some footage on Sunday to report on our event for the evening news.

ABOVE RIGHT: Re-enactors in the Vietnam era encampment in the Upper Yard wave to the train as it climbs the Hill Block. Thanks to Black Lions 2-28 Vietnam Living History Group for taking part in our event again this year!

RIGHT: Re-enactors pose with the World War II encampment at Industry Depot.

BELOW RIGHT: Former Livonia, Avon & Lakeville Alco RS-1 was pressed into service on September 19, adding a little variety to our motive power assignments. Unfortunately, she developed a leak in a radiator hose, and was sidelined the following day pending repairs. Look for LAL 20 to return to service next season!



SALUTE TO VETERANS TRAIN RIDES SEPTEMBER 19-20

Thanks to the **Black Lions 2-28 Vietnam Living History Group** for providing exhibits of World War II and Vietnam equipment and encampments for our event honoring veterans. More than 300 visitors attended the two-day event which also included a nice story on Channel 10 news. Thanks to all the volunteers who helped make this event a success!

PUMPKIN PATCH TRAIN RIDES

Your museum has scheduled Pumpkin Patch Train Rides for October 17-18, 24-25, 31 and Nov. 1. We will be operating at 50% capacity, bringing visitors up to our Pumpkin Patch located in the overlook. Trains will depart from Industry every 30 minutes from 10am to 3:30pm. The Flower City Tinplate Trackers will have a Lionel





LEFT: On Sunday, October 4, Scott Gleason used our Army crane to lift and position our new signal bungalow onto its foundation at Switch 6. This bungalow housed the relays and circuits that will control the signals around Switch 6 and the Upper Yard.

layout on display inside the Restoration Shop, where we will be offering pre-packaged juice and snacks for our guests (no hot cider this year). On Saturdays we will have a blacksmithing demonstration at Industry Depot. Unfortunately, the latest New York State guidelines prevent us from hosting a petting zoo this year, unfortunately.

This event will be our one chance to generate some revenue and help offset our costs from this year's limited operations. **Volunteers are needed all three weekends, in any capacity. Please help!**

ELECTION COMMITTEE

Our 2020 Elections will be held on November 19 at the monthly meeting at 933 University Ave., Rochester, N.Y. The Elections Committee is chaired by Dave Scheiderich, with trustee Dave Shields. Chris Hausler, Don Wawryzniak, and Lisa Talty have also volunteered to serve. There are several positions up for election this year, including officers and trustees. We are always interested in welcoming new voices to the museum board of trustees. If you are interested in becoming a candidate, please

contact anyone listed on this committee so we can add you to the ballot. You can email me at bolbenon@gmail.com. The slate of candidates will be finalized at the October meeting, and your official ballot will be in the November issue of THE SEMAPHORE.

—Dave Scheiderich, Chairman

WELCOME NEW MEMBERS

Please join me in welcoming these new members to the museum!

Eric Van Dorn family, Brockport
Jim Fenwick, Victor.

—Sam Rosenberg, Membership Chair

SAFETY FIRST

Coming out to the museum? Wear a face covering, keep reasonable distance whenever possible, wash your hands, and bring your own hand sanitizer if possible. If you're feeling sick, or you are in a "high-risk" category, please STAY HOME.

**VISIT US ONLINE
FACEBOOK.COM/RGVRRM**

Lake Shore Limited Cut to Tri-Weekly

ROCHESTER HAS LOST DAILY SERVICE to Chicago for the first time since 1972 now that Amtrak's *Lake Shore Limited* has been reduced to a tri-weekly schedule. Starting the week of October 12, Eastbound Train 48 to New York now departs Rochester on Tuesday, Friday, and Sunday; while westbound Train 49 to Chicago departs Wednesday, Friday, and Sunday only. The *Texas Eagle*, *Coast Starlight*, *Southwest Chief*, and other long-distance trains are also running on a reduced tri-weekly schedule. Daily Empire Service trains between Niagara Falls and New York City are not affected.

When Amtrak took over the nation's long distance passenger trains on May 1, 1971, there was no route planned for west of Buffalo, leaving Cleveland and Toledo without service. The only New York-Chicago train was via the old Pennsylvania Railroad *Broadway Limited*. On May 10, 1971, the

Lake Shore was launched to provide service west of Buffalo to Chicago. When the promised subsidies from New York State and Ohio did not materialize, the train was canceled on January 4, 1972.

After years of campaigning by Ohio politicians for a restoration of service, the revived *Lake Shore Limited* made its first run on October 31, 1975. Initially launched as an "experimental" route, it became a permanent part of the Amtrak system in 1978, with an average daily ridership that quickly eclipsed the *Broadway Limited*.

Amtrak leadership has claimed that pandemic travel restrictions have severely curtailed ridership, forcing the company to lay off workers and reduce trains nationwide to meet current service demands. In a statement posted on its website, Amtrak said it will use three metrics to determine service restoration. First, COVID-19 hospitaliza-



OTTO M. VONDRAK PHOTO

tions must be stable or declining as of February 15, 2021. Second, advance bookings for June 2021 must be at least 90 percent of the available seat-miles or room-miles of the figure for June 2020. Third, ridership in the first quarter of fiscal year 2021, which begins on October 1, must be at least 90 percent of projections in Amtrak's 2021 operating plan. All three of the criteria must be met for a given route to be restored to daily level of service.

Amtrak said the earliest that daily service restoration will occur is next May and the latest date is June 30, 2021. —O.M.V.



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933 UNIVERSITY AVE., ROCHESTER, N.Y.

PLAN AHEAD:
Nov. 19, 2020

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Find us on Facebook! [facebook.com/rgvrrm](https://www.facebook.com/rgvrrm)



Nickel Plate Road Alco S-4 79 was pulled from its display along with other equipment stored on Track 7 to protect from overspray from the Lehigh Valley caboose project at the beginning of October. We look forward to returning this unit to active service on our museum railroad! OTTO M. VONDRAK PHOTO