

THE

SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 64 No. 1
JANUARY 2021

NEXT MEETING:

January 21

**Peter Gores presents
Railroading around
1960s Metro New York**



2020 in Review



www.rgvrrm.org

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Message from the President

What can I say that hasn't been said already? The year that was 2020 was absolutely miserable, for many reasons. Fortunately, our members banded together and worked as a team to not only survive, but also thrive. Despite all the hardships, we were still able to complete several vital projects. Chief among them was the introduction of Buffalo, Rochester & Pittsburgh caboose 280 into the active fleet this past August, hauling passengers for the first time since its arrival at the museum in 1979 as a display car! So many members contributed over the years to make this a reality, and this caboose restoration will serve our museum for decades to come. We also made significant progress on Rochester Subway Car 60 with the installation of a new sheet metal roof, thanks in part to the efforts of Sheet Metalworkers Union Local 46 apprentice program. Of course, one of the most important projects to see completion in the past year was the restoration of the bathroom in the depot south waiting room, which opened for business on July 24, thanks to the herculean efforts of Rob Burz and Charlie Marks (and local plumber Bob Meister who also donated labor to the project). What's more, the women's bathroom is well on its way to being reactivated this year, perhaps for the first time in the fifty years we have owned the depot! So, despite pandemic restrictions, your museum has remained active and vital.

This coming year will be full of important anniversaries, as Lehigh Valley caboose

95100, Rochester Gas & Electric 45-ton switcher 1941, and our New York Central Empire State Express coaches all celebrate their 80th birthdays. Most importantly, we will celebrate the 50th anniversary of our purchase of Industry Depot in October 1971! Acquisition of the abandoned train station spurred on the development of the museum as a working railroad, with the addition of many historic trains and the construction of our own private railroad to operate them on. Because of the hard work and dedication of so many, we are now the largest operating railroad museum in New York State!

While we have many accomplishments to be proud of, we have a very difficult recovery year ahead of us. We will need to work even harder for every dollar we earn, and likewise, we need to carefully consider and stretch each dollar we spend. One thing is clear: We cannot stop growing. Rest assured, your museum is taking all precautions to help protect our volunteers and visitors alike. We look forward to opening our doors to the public again in 2021, no matter what form the schedule may take. And I hope you'll be able to join us in some capacity.

As we move forward, what is most important to you? I would like to hear your reactions and what you think we should focus on. You can always contact me by phone at (585) 820-2341 or by email at ovondrak@yahoo.com. I look forward to hearing from you!

—Otto M. Vondrak, President

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**UPCOMING
MONTHLY PROGRAMS**

Until further notice, meetings will be held virtually via Zoom. Look for an invite in your email as we approach the meeting date. Meetings will open at 7:00pm.

On **January 21**, long-time member and museum vice president **Peter Gores** will present a slide show of railroading around the New York and New Jersey metro areas prior to Penn Central.

On **February 18**, we will enjoy a presentation by **Scott Lothes**, President and Executive Director of the Center for Railroad Photography & Art.

Your museum is seeking a new chairman for the Programs Committee. This person would coordinate with program presenters, and make sure audio-visual equipment is available and functioning for each meeting. Contact Otto Vondrak at ovondrak@yahoo.com for details.

DEPOT BATHROOM

Charlie Marks installed a replacement door to the bathroom in the North Waiting

Room, purchased second hand at ReHouse. This is probably the first time this room has had a door is nearly 50 years! Repairs to the baseboard trim were completed at the end of Dec., which will allow for the installation of a new tile floor and other fixtures to begin soon. —*Charlie Marks, Mgr.*

**BOTTLES AND CANS
(JUST CLAP YOUR HANDS)**

Thank you to **Bob Achilles** for handling our recyclable bottle and can return over these last few years. The income generated continues to fund various depot improvements. Bob retired as our “Can Man” back in November, and we are now seeking a replacement to help us transport bottles and cans for redemption each month. Please contact any officer or department head if you are interested in helping with this important fundraising task. —*O.M.V.*

KEEP THE DOOR CLOSED, PLEASE

Please keep the bathroom door in the depot closed at all times. An electric heater maintains minimum temperature, and will run continuously if the door is left open. Your cooperation is appreciated.

LEHIGH VALLEY CABOOSE

A new exterior door at the north end of the car was installed by Sam Rosenberg and Chuck Whalen at the beginning of January. A new pair of doors were built by Charlie Marks in his home workshop using donated old-growth pine from Pioneer Millworks to replace the long-gone originals. Bill Marcotte fabricated and installed shims to help level the brake cylinder, since the mount was crushed when the caboose was delivered to the scrap yard. Interior windows have been fit and safety glass has been ordered. —*Sam Rosenberg, Mgr.*

ERIE CABOOSE REPAIRS

Attention now turns to the interior, with new nailers and insulation being replaced in the southwest corner of the car. Windows have had their old plexiglass panes removed, and are being assessed for repair or replacement. Bill Marcotte torched off the rusted kickplate from the stepwell in the northeast corner, and fashioned a replacement that will be welded in place.

—*Justin Carmona, Mgr.*

ROCHESTER SUBWAY CAR 60

Uprights and bare metal surfaces inside Car 60 have been primed, Dave Luca has

been drilling and tapping holes on the up-rights that will be used to mount the hardware for the window grilles. Rand Warner has been taking measurements and making an estimate for funding rebuilding of the vestibules as we make plans for the next phase of restoration.

MARCH 13

VIRTUAL ANNUAL RULES CLASS

Our 2020 Annual Rules Class will take place **Saturday, March 13, 2021**, taught virtually via Zoom. The class begins at 8:00 a.m., and if you expect to take all three parts, plan on staying until at least 4:00 p.m. to complete your tests. **Safety Rules are for ALL museum volunteers**, while Operating and Air Brakes are required for all train crew volunteers. The class is split into three parts:

PART ONE: SAFETY – Strongly suggested for ALL VOLUNTEERS, regardless if you are in train service or not. Covers basic safety rules, radio rules, and customer service.

PART TWO: OPERATING – The second part of the class is devoted to rules of train operation. This second part is required for anyone interested in volunteering for train service (car host, brakeman, conductor, or engineer).

PART THREE: AIR BRAKES – The third part of the class is devoted to air brakes and train handling. This part is required for anyone interested in volunteering as a conductor or engineer.

Have your Rulebook and Timetable so you can refer to it during class. If you don't have one, these books will be issued to you either as PDF files or hard copy upon request. You must RSVP to Frank Gough at **fmgough34@gmail.com** by March 10.

—*Frank Gough, Operations Supt.*

YOUR SUBSCRIPTION

Two issues of THE SEMAPHORE are printed and mailed to all members each year, including the November ballot issue and the January “Year in Review.” All issues are distributed free in electronic format, available from our web site at rgvrrm.org. A print subscription can be added to your membership at any time for an additional \$13.00 (\$15.00 for non-members). Please contact our Membership Chairman **Sam Rosenberg** (contact info at top of this page) if you have questions. ☺

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2020 In Review

JANUARY 2020: On January 4, Rand Warner and Dale Hartnett used needle scalers and wire wheels to polish bare metal surfaces on Rochester Subway Car 60, Tim Gifford and Scott Gleason inspected the winch on our Lorain crane, Joel Shaw installed wood trim inside the cab of Brooklyn Navy Yard 12, Jesse Beeley and Aaron Matyjasik helped Charlie Marks cut firewood for the depot. Scott Gleason and Tim Gifford removed the electric generator from the Jackson Tamper so it could be sent out for rebuilding, Charlie Marks cut tongue-and-groove flooring for the depot bathroom, Joe Steimer and Bill Bachmann cleaned up inside Lehigh Valley caboose 95110, while Aaron Matyjasik and Jesse Beeley helped paint inside Buffalo, Rochester & Pittsburgh caboose 280 on Jan. 11. High winds took down a tree, which landed directly on Signal 3S on Jan. 12. New steel panels for Car 60's roof were delivered on Jan. 14. Member Pete Swanson presented his slide show featuring the transition to Rochester & Southern in the 1980s at our monthly meeting on Jan. 16. On Jan. 18, David Scheiderich and David Kehrer measured rail lengths in the Hill Block in anticipation of removing the movable point derail, Chuck Whalen cleaned the interior walls of Lehigh Valley 95110 to get them ready for paint and primer, Charlie Marks and Rob Burz repaired floor boards in the depot bathroom, while Sam Rosenberg, Joe Nugent, and Otto Vondrak fired up RGV 54 to switch equipment in the yard. On January 20, apprentices from SMART Local 46 fit steel panels to the roof of Car 60, with support from Rob Burz, Bill Marcotte, and Rand Warner. On Jan. 21, Scott Gleason, Tim Gifford, and Jim Johnson worked on repairing the Jackson Tamper; Chuck Whalen used a wire wheel to polish steel surfaces inside LV 95110 to get ready for primer and paint, and apprentices from SMART Local 46 temporarily pinned the new roof panels to a center point on the ribs of Car 60. Bill Marcotte fabricated a new coal bin for BR&P 280, SMART Local 46 apprentices began riveting steel panels to the roof of Car 60 on Jan. 28. Bill Marcotte



ABOVE: Sheet Metal Workers Union Local 46 apprentice program arrived on January 20 to help install the new sheet metal roof on Rochester Subway Car 60.

RIGHT: On February 11, Scott Gleason and Tim Gifford make repairs to the diesel engine to make our Jackson Tamper more reliable.



BELOW RIGHT: Thanks to Bob Meister for donating the labor to install the rough plumbing to connect our bathrooms to the water supply and sewer system.



and Rand Warner set up an electrolytic tank outside the shop to remove rust from Car 60 parts on Jan. 29.

FEBRUARY 2020: On Feb. 1, several volunteers helped clean up and reorganize the Restoration Shop, including Bill Marcotte, Chuck Whalen, Tim Gifford, Otto Vondrak, Bill Bachmann, David Gwilt, Perry Bertsch. Charlie Marks delivered new end doors for LV 95100, fabricated using old-growth pine donated by Pioneer Millworks. Jesse Beeley and Jeremy Tuke continued interior painting of BR&P 280. SMART 46 apprentices continued riveting steel panels on Feb. 3. On Feb. 8, Aaron Matyjasik installed weatherstripping around the windows of BR&P 280, Jeremy Tuke installed the conductor's desk, while Otto Vondrak and Joe Nugent swapped out the AB brake valve for a modern ABD and emptied the dirt collection cup. Tim Gifford and Scott Gleason worked on mechanical repairs to the GM diesel that runs the Jackson Tamper, while SMART Local 46 apprentices returned to rivet Car 60 roof panels on Feb. 11. Dan Waterstraat rewired the ignition and installed new gauges on

the Tamper. A new wooden cargo deck was built for the Ford utility truck (RGV M250) by Scott Gleason and Tim Gifford. On Feb.15, a coal stove donated by member Sam Ferrara was placed inside BR&P 280 by Jeremy Tuke, along with a new replica coal bin constructed by Bill Marcotte. SMART Local 46 apprentices returned Feb. 18 to continue riveting roof panels for Car 60. Weatherstripping for BR&P 280 exterior doors was completed by Jeremy Tuke and Charlie Marks. At our monthly meeting on Feb. 20, George Eastman Museum associate curator Heather A. Shannon presented "Photography and the Transcontinental Railroad." Plumbing was roughed in for the depot bathroom by plumber Bob Meister who generously donated his labor. Outfitted with a Schramm



sition the heat shields for the coal stove inside BR&P 280. On Mar. 3, Rob Burz modified and strengthened a pair of steel staircases for use inside and outside the Restoration Shop. Jeremy Tuke, Jesse Beeley, and Aaron Matyjasik helped set up the block heater to prepare RG&E 1941 for service on Mar. 7, with Sam Rosenberg as



ABOVE LEFT: This 2002 Ford F250 was repurposed as a museum utility truck in February, with a new wood deck and the Schramm air compressor mounted to the rear.

LEFT: Track Dokneys began repairing Switch 2 and rebuilding the switch lead in February.

BELOW: Our 2020 Annual Banquet on March 14, featured *Railfan & Railroad* editor Steve Barry as guest speaker.



air compressor, and sporting fresh graphics applied by Otto Vondrak, utility truck M250 joined the museum fleet on Feb. 22, while Joe Steimer, Bill Bachmann, and Sam Rosenberg sorted mounting hardware for LV 95100 cabinet doors. SMART Local 46 apprentices returned on Feb. 25 to rivet Car 60 roof panels to the letterboard, while Bill Marcotte repaired a piece of angle iron that supports the B-end vestibule. On Feb. 29, Jeremy Tuke and Jesse Beeley installed closet shelving inside BR&P 280, while Bill Bachmann, Joe Steimer, and Chuck Whalen reinstalled the ice box in its proper place inside LV 95100.

MARCH 2020: SMART Local 46 apprentices returned Mar. 2 to continue riveting Car 60 roof panels to the letterboard, while Bill Marcotte and Peter Gores po-

engineer and Joe Steimer as conductor. On Mar. 9 Bill Marcotte used our 20-ton shop press to cold-bend some bar stock which will be used to fabricate the short end ladders for LV 95100, while SMART Local 46 apprentices continued to rivet Car 60's new steel roof panels to the letterboard. On Mar. 14, Duncan Richards, Dave Chapus, Rand Warner, David Kehrer, Justin Carmona, Jesse Beeley, and Otto Vondrak began removing spikes and tie plates as the start of rebuilding Switch 2. Jeremy Tuke used the Bobcat to bring down a supply of new ties. Charles Bell sanded down body filler on the exterior of LV 95100, while Bill Bachmann and Joe Steimer secured the doors to the ice box. *Railfan & Railroad* editor Steve Barry was the guest speaker for our annual Museum Banquet held on Mar.

15, and Sam Rosenberg was awarded the prestigious Fairmont Cup Award for volunteer service above and beyond the call of duty. The museum campus was closed and volunteer activity curtailed in response to COVID-19 pandemic. Jeremy Tuke restored a pair of kerosene marker lamps and placed them inside BR&P 280 on Mar. 28.

APRIL 2020: New seat cushions custom-made by Anne Michaloski of Henrietta were installed inside BR&P 280 on April 4. Bill Marcotte worked on the end ladders on Lehigh Valley caboose 95100 Sam Rosenberg lubricated and prepared the U.S. Army Fairbanks Morse diesel for its first startup of the season on April 25. Chuck Whalen took home and cleaned and primed the brackets and supports for the fuel oil tank inside LV 95100.

MAY 2020: On May 2, Bill Marcotte installed the short ladders on the ends of LV 95100. The bar stock and grab irons were donated by Bernie Beikirch. Jeremy Tuke completed the restoration of the New York Central "Resume Speed" sign donated by Devan Lawton on May 3. The museum took delivery of a 1998 Shuttlewagon SWX430 car mover acquired from RED Rochester at Kodak Park on May 7. On May 12, Bill Marcotte test fit drip awnings fabricated for BR&P 280. Jeremy Tuke applied primer to the drip awnings, while Jesse Beeley applied a coat of paint to the caboose stove heat shields (also fabricated by Bill Marcotte). Bill Marcotte welded a "thumb" to the arm of our Case backhoe on May 16, while Motive Power Supt. Joe Nugent performed an inspection prior to firing up our former Kodak Shuttlewagon. Chuck Whalen removed the brake wheels from LV 95100 to remove old paint before priming and painting. Sam Rosenberg and Otto Vondrak fired up USA 1843 and ran a few test runs. The Track Dokneys continued work on rebuilding Switch 2, and Bill Marcotte completed the installation of the backhoe thumb on May 19. Charlie Marks replaced the cupola roof boards on the New York Central caboose on May 21. On May 23 Chuck Whalen used a wire wheel to remove old paint and rust from the end ladders on LV 95100, while Bill Marcotte torched off the brackets that once held an air tank on BNY 12 that was added later in its career. Sam Rosenberg, Rick Rubino, and David Kehrer were train crew to use USA 1843 for some switching moves on May 23. Charles Rothbart began an inspection of the window frames on Erie coach

2328 to come up with a plan for repair and restoration. On May 30, Bill Marcotte replaced the chain connected to the uncoupling lever at both ends of LV 95100, and also installed patches to cover a hole for an obsolete electric conduit.

JUNE 2020: On June 2, Bob Cowan, Dave Chapus, John Redden, and Justin Carmona dismantled the movable point derail in the Hill Block, and moved the point rail down to Switch 2 to use as a replacement. On June 6, Charlie Marks continued work inside the depot bathroom, Chuck Whalen used a wire wheel to polish grab irons and other hardware on LV 95100, Jeremy Tuke, Dave Peet, David Gwilt, and Charles Rothbart removed stored material from coach Erie 2328, while Jerry Tusch, Joe Steimer, Otto Vondrak, and Jeremy Tuke used RG&E 1941 for switching in the Upper Yard. On June 9, Dave Chapus, Duncan Richards, and Bob Cowan worked to insert new ties at Switch 2, while John Redden cut holes for the new switch throwbar. On June 13, Joe Steimer and Chuck Whalen continued to remove old paint from the vestibules of LV 95100 to prepare it for primer, Otto Vondrak applied a museum logo and identifying marks to RGV M450 (our Ford boom bucket truck), and Duncan Richards and Dave Kehrer installed ties at Switch 2. On June 16, Jeremy Tuke applied a coat of black paint to the BR&P 280 coal bin and test fit parts for the stove, while Justin Carmona, Rand Warner, Duncan Richards, and Dave Kehrer installed ties at Switch 2. Jeremy Tuke caulked around the new drip guards installed on BR&P 280 on June 18. Virtual Rules Class was conducted by David Scheiderich, Frank Gough, and Otto Vondrak on June 20 and 21. On June 23, John Redden, Duncan Richards, Dave Chapus, Rand Warner, Greg Lund, and Justin Carmona inserted ties at Switch 2, while Jeremy Tuke used the mini-excavator to assist with trenching. Charles Bell applied body filler to the exterior of LV 95100, Tim Gifford and Scott Gleason made repairs to the Jackson Tamper, while Dave Luca reinstalled the conductor's brake valve on BR&P 280 on June 27. Charles Bell applied body filler to the exterior of LV 95100. On June 28, Rick Rubino and Frank Gough used RG&E 1941 to pull BR&P 280 from its home inside the Restoration Shop on Track 7 so it could join the museum's active fleet for the first time in 22 years! On June 30, Dave Chapus, David Kehrer, and Justin Carmona inserted ties at Switch 2.

JULY 2020: The toilet and sink were installed in the south waiting room bathroom on July 2. Peter Gores and David Kehrer replaced the movable point derail in the Hill Block with a regular piece of rail and inserted new ties on July 7. Jeremy Tuke installed a correct vintage sink basin inside BR&P 280 on July 10. Dave Chapus painted ladders and end rails on BR&P 280 while Chuck Whalen continued to prep the vestibules on LV 95100 for paint on July 11. Jeremy Tuke and Jesse Beeley applied a fresh coat of paint to the floor of BR&P 280 using materials donated by Wilson Hardware. Otto Vondrak, Joe Steimer, Bill Marcotte, Scott Gleason, and Jesse Beeley helped move the Utica dispatcher's control panel into the mail car as part of the expansion of the signals exhibit. On July 12, Duncan Richards, Bob Cowan, John Redden, Luke Irvine, and Jesse Beeley replaced ties in the Hill Block where the derail was located. On July 16 we held a socially-distanced members-only meeting at Industry Depot. On

July 18 Peter Gores and Dave Luca jacked up the south end of BR&P 280 to make repairs to the bolster plate. A hands-on training session was held for conductor trainees, while Charles Bell, Justin Micillo, Chuck Whalen, and Sam Rosenberg prepped the body of LV 95100 for its next primer coat. Bill Marcotte welded a patch to cover a hole in the floor of the north vestibule, and also welded in a new insert for a window on the south end. Jeremy Tuke installed an authentic BR&P-style switch target on the relocated high switch stand for Switch 2 on July 23. On July 24, Jeremy Tuke and Peter Gores installed the repaired bolster plate under the south end of BR&P 280. For the first time in more than a decade, the men's bathroom in the depot was made functional once again with the successful test opera-

ABOVE RIGHT: On May 23, Bill Marcotte removed the old brackets from Brooklyn Navy Yard 12 that supported an air tank added by the owners later in life. The areas were then ground smooth. The goal is to restore the engine as close as possible to its 1918 as-built appearance.



RIGHT: Project manager Charles Rothbart helped remove trash and stored materials as the first step toward restoration of Erie 2328.



BELOW: Restored Buffalo, Rochester & Pittsburgh caboose 280 was pulled from the restoration shop for the first time in 20 years on June 28.





LEFT: Museum volunteers welcomed the public to tour the museum grounds and a train of cabooses during our “Five Dollar Day” Open House on July 25. This event helped us test our new COVID-19 safety protocols.

BELOW LEFT: Track Supt. David Kehrer and vice president Peter Gores removed the movable point derail in the Hill Block on July 4. The point rail was used in the repair of Switch 2.

BELOW LEFT, LOWER: Struck down by a tree after a January storm, Signal 3S was repaired and reinstalled by Mike Dow, Scott Gleason, and Jerry Tusch by August 20.

BELOW: We hosted our first public train ride event of the year on August 23. Classic Cars & Train Rides included exhibit of four classic cars, and the restored 1956 GM Transit Bus loaned by RTS on display inside the Restoration Shop.



tion of our water softener and waste grinder pump, thanks to Rob Burz and Charlie Marks. Sam Rosenberg, Joe Steimer, and Otto Vondrak used USA 1843 to move the NYC, BR&P, and PC cabooses down to Industry Yard for display. On July 25 we hosted our “Five Dollar Day” Open House, our first public event of the year testing COVID-19 safety protocols; thanks to Jerry Tusch, Jordan Smith, Beth Smith, Mike Smith, Tony Mittiga, John Guglielmo, Jesse Beeley, David Gwilt, Joe Steimer, Dave Avery, Jeremy Tuke, Bob Lippmann, and Otto Vondrak. On July 28 Jeremy Tuke installed a new kerosene wall sconce inside BR&P 280. Dave Chapus, John Redden, David Kehrer, Greg Lund, Bob Cowan, and Duncan Richards inserted new ties at Switch 2. Sam Rosenberg, Otto Vondrak,

and Charles Rothbart used USA 1843 to return the cabooses to the Upper Yard.

AUGUST 2020: Rick Rubino and Joe Nugent used RG&E 1941 to make some switching moves in the Upper Yard on Aug. 1. Charles Bell applied body filler to the lower exterior body of LV 95100, while Charles Rothbart, Jackson Glozer, Otto Vondrak, and Rand Warner cleaned and organized the woodworking area on the west side of the Restoration Shop. Charles Rothbart and Jackson Glozer continued to lead the clean-out of the Erie Stillwell coach on Aug. 4. Bill Marcotte fabricated the first pieces for the new smokejack for BR&P 280 on Aug. 8, while Chuck Whalen worked on LV 95100, and Charles Rothbart and Jackson Glozer removed old interior panels from the Erie Stillwell coach. Frank

Gough led hands-on training for conductor trainees on Aug. 9 while we hosted a private charter in the afternoon, thanks to Rick Rubino, Jeff Carpenter, Jeff Davenport, Dave Coon, Justin Carmona, and Otto Vondrak. On Aug. 11, Jeremy Tuke installed a non-functioning commode in the bathroom of BR&P 280 as an exhibit, while Bill Marcotte continued fabrication of the new smokejack. Otto Vondrak built new storage shelving inside the LV boxcar, with help from Jeremy Tuke. The Track Dokneys wrapped up repairs to the Switch Lead and Switch 2. On Aug. 15, Charlie Marks re-installed the exterior door on the south east side which he rebuilt in his home workshop. Chuck Whalen applied primer to the end details on LV 95100, and Bill Marcotte continued construction of the

BR&P 280 smokejack. Joe Nugent arrived with the first fabricated set of steps for LV 95110, built by PKG Equipment. On Aug. 18 the diesel engine on our Jackson Tamper roared to life for the first time in many years thanks to Tim Gifford and Scott Gleason, while Jim Johnson continued work on the electrical system. Joe Steimer and Otto Vondrak cleared out the north end of the shop for the arrival of the restored RTS transit bus as a temporary exhibit. Joe Nugent inspected the brake cylinder under BR&P 280, while Jeremy Tuke mounted a donated kerosene wall sconce inside. On Aug. 19, Coleman films used our museum grounds as a closed set to film the latest installment of their Halloween Inferno fan-made movie. Block Signal 3S was repaired and reinstalled by Mike Dow, Scott Gleason, and Jerry Tusch. We hosted a socially-distanced members-only meeting at Industry Depot on Aug. 20. We assembled a train on Aug. 22. On Aug. 23, we hosted Classic Cars & Train Rides, following CDC and local guidelines for safe, socially-distanced gatherings. Thanks to Rick Rubino, Dave Avery, Jeff Davenport, Joe Steimer, Mike Smith, Dave Kehrer, Dave Gwilt, Justin Carmona, Frank Gough, Duncan Richards, Lisa Talty, John Talty, Mike Root, Dave Peet, Stephanie Dempsey, Tony Mittiga, and Otto Vondrak (and thanks to Jeremy Tuke and Rand Warner for bringing their cars to exhibit). Aug. 23 also marked the debut of BR&P 280 in revenue service, carrying passengers on our museum railroad for the first time since its arrival as a display car in 1979! On Aug. 26, the Track Dokneys wrapped up repairs to Switch 2, including Rand Warner, Duncan Richards, Dave Chapus, Jesse Beeley, John Redden, Greg Lund, and Jeremy Tuke. On Aug. 29, Joel Shaw fabricated and installed new window frames and trim in the rear cab of BNY 12, Sam Rosenberg caulked seams around the cupola roof of LV 95100, while Dave Gwilt helped clear dust and debris from the roof. Dave Luca made new rubber straps to support the tamping motors on our Jackson Tamper, while Scott Gleason and Tim Gifford worked on the diesel and Jim Johnson completed his inspection of the electrical systems. Later that day the Tamper moved under its own power for the first time! Sam Rosenberg and Dave Gwilt got LA&L 20 fired up for the first time this season and get the engine ready for regular service. On Aug. 28, Travis Wagner built a storage crate to safely store the original



ABOVE: On September 19 and 20, we hosted Salute to Veterans Train Rides, in cooperation with Black Lions 2-28 Vietnam Living History Group. They set up encampments at Industry and in the Upper Yard.

RIGHT: Following the completion of repairs to Switch 2 and the switch lead, RGV 54 and the Lackawanna baggage car returned from the West Siding on September 12.



BELOW RIGHT: Charles Bell and Chris Hauf applied the first coat of red paint to Lehigh Valley caboose 95100 on October 9, an important milestone in the restoration of this car!



glass arch windows removed from the Erie Stillwell coach.

SEPTEMBER 2020: Otto Vondrak purchased six milk cans from a local antique dealer to add to the museum's collection, and applied fresh coats of silver paint on Sept. 1. Other milk cans from the museum's collection were also cleaned and had fresh paint applied. On Sept. 5, Sam Rosenberg, Joe Nugent, and Otto Vondrak performed test runs with LA&L 20. Charles Rothbart, Jackson Glozer, and Jackson Klatt continued to remove old ceiling panels from inside the Stillwell coach. David Kehrer, Jesse Beeley, and other members of the track gang inserted ties in the Switch Lead at Industry on Sept. 8. Scott Gleason, Jeremy Tuke, and Otto Vondrak moved the MDT 14053 from its long-time home at the end of Track 3 north about 100 feet to prepare it for a move to its new home in the Upper Yard. On Sept. 12, the LA&L assisted as we rearranged equipment at Industry. RGV 54 and the DL&W baggage car were brought back from the West Siding,

and MDT 14053 was brought to the Upper Yard using RG&E 1941. Thanks to Jerry Tusch, Jeremy Tuke, Justin Carmona, Bill Macrotte, Dave Coon, Duncan Richards, Peter Gores, Otto Vondrak, and Greg Pefers (LAL). Otto Vondrak and Justin Carmona visited the LV boxcar at Rochester Junction to take measurements for a paint stencil. Charlie Marks, Bill Marcotte, and Duncan Richards mixed concrete to make a repair to the threshold of the depot cellar door. Sam Rosenberg sealed gaps on the cupola of LV 95100, while Chuck Whalen removed old paint from the water tank. With smoke from Western wildfires in the air, Scott Gleason, Tim Gifford, Jeremy Tuke, and Adam Lloyd helped spread and level crusher fines around Track 3 and the platform area, with help from Bob Cow-

an and Otto Vondrak on Sept. 15. Jeremy Tuke completed the restoration of a New York Central “Resume Speed” sign (donated by Devan Lawton) on Sept. 17. We hosted a socially-distant in-person member meeting on Sept. 17 at the 40&8 Club, featuring a slide show of museum history from the last 20 years by museum president Otto Vondrak. Rob Burz completed installation of the conductor’s air brake valve inside BR&P 280 on Sept. 18. On Sept. 19 and 20, we hosted Salute to Veterans Train Rides, in cooperation with the Black Lions Living History Group. Thanks to Dave Avery, Justin Carmona, David Kehrer, Jeremy Tuke, Stephanie Dempsey, Frank Gough, Joe Steimer, John Guglielmo, Dave Peet, Duncan Richards, and others. On Sept. 25, we hosted a private tour for trustee Joe Nugent

and his co-workers from Liberty Pumps. Two train crews worked together to clear equipment from Track 7 in the Upper Yard, and move the Lehigh Valley caboose into position for priming and painting on Sept. 26, thanks to Justin Carmona, Charles Bell, Bill Marcotte, Joe Steimer, David Gwilt, Jeremy Tuke, Jerry Tusch, and others. Dave Peet painted trim on the depot doors. On Sept. 27, Mike Dow, Tim Gifford, and David Kehrer poured concrete to create a base to set the signal bungalow at Switch 6. Bill Marcotte made the finish welds on the first of four caboose steps for Lehigh Valley 95100. On Sept. 28, Peter Gores and Rand Warner hosted apprentices from Sheet Metal Workers Union Local 46 to begin the next phase of restoration work on Subway Car 60. Visiting from California, Chris Hauf inspected Erie C254 with Justin Carmona to discuss items for restoration. Charles Bell applied a test shot of primer on the LV caboose on Sept. 29. Local 46 Apprentices returned to rivet the sheet met-

al roof on Car 60. Otto Vondrak applied an RGV logo to the cab of our ex-Kodak Shuttlewagon, while Joe Nugent trained Chris Hauf in operation. Jackson Glozer sanded window frames for the Erie Stillwell coach on Sept. 30.

OCTOBER 2020: Chuck Bell assisted with prepping the car body of LV 95100 before primer was applied by Chris Hauf and Charles Bell on Oct. 1. Justin Carmona, Dave Coon, Kevin Coon, and Tony Mittiga cleaned out Erie C254 on Oct. 3. Charlie Marks and Bill Marcotte cut a hole in the room of BR&P 280 to insert the fabricated smokejack. Jeremy Tuke assisted as the smokejack was hoisted into position, and a mounting plate was welded in place. Jeremy Tuke also installed the signal lamp on top of the BR&P 280 cupola roof. Otto Vondrak began construction of the new platform entrance for the Lackawanna baggage car exhibit, with help from Jeremy Tuke. Joel Shaw applied primer to the window frames constructed for the rear of the cab of BNY 12. Scott Gleason, Dave Kehrer, and Tim Gifford placed the signal bungalow on its concrete base at Switch 6 on Oct. 5. Charles Bell and Chris Hauf painted the yellow stripe on LV 95100 on Oct. 6, with assistance from Chuck Whalen. Apprentices from Local 46 continued riveting the roof of Car 60. Chuck Whalen assisted as Chris Hauf and Charles Bell applied the first coat of red to LV 95100 on Oct. 9. Justin Carmona, Dave Coon, and Chris Hauf helped remove the bench from the southwest corner of C254. Charles Bell continued with interior painting inside LV 95100. Otto Vondrak completed construction of the platform and supports for the new entrance into the Lackawanna baggage car on Oct. 13. Charles Rothbart and Jackson Glozer painted new plywood blanks to be inserted in the window frames of the Erie Stillwell coach. Jeremy Tuke constructed additional shelving units inside the Lehigh Valley boxcar on Oct. 15. We hosted a socially-distant members only meeting at the 40&8 Club on Oct. 15, where Jeremy Tuke was awarded the Golden Starlite Lamp by Dave Scheiderich to celebrate his retirement, and David Monte Verde presented a slide show of Baltimore & Ohio action between Rochester and Salamanca. Jeremy Tuke, Charlie Marks, Dave Kehrer and Otto Vondrak moved the new platform entrance for the Lackawanna baggage car exhibit from the Restoration Shop down to Industry. We hosted Pumpkin Patch Train Rides on Oct.



ABOVE LEFT: Jeremy Tuke and Otto Vondrak completed construction of the new platform entrance for the Lackawanna baggage car exhibit on October 23. New stairs will be built in 2021.



LEFT: Charlie Marks installed a new depot cellar door entrance on November 21. This area was originally the coal delivery chute for the furnace. It was expanded with a new stairwell and doorway in the 1980s.

BELOW: The museum hosted three weekends of Pumpkin Patch Train Rides. Even at reduced capacity, the revenue generated was enough to pay our operating expenses for the year.



How Did We Do?

This past year was like no other, and carried its own special circumstances beyond our control. Attendance and revenue were down significantly due to the cancellation of most spring and summer events due to pandemic restrictions. Income from museum admissions was \$35,873, down 64% from 2019's total of \$100,970, but still better than 2014's total of \$24,179.72.

We sold no Cab Passes this year in the interest of volunteer and visitor safety.

Thanks to a gift from the estate of Norm Shaddick, donations totaled \$61,896, up from \$16,200 in 2019. Grant awards were down this year, totaling \$10,000.

Your museum hosted public operations on 10 days spread out over 6 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$3,664.30, a 13% decrease over last year's daily average of \$4,207.08. For comparison, our daily average in 2014 was \$967.18 spread over a 25-day schedule.

17 and 18, thanks to Sam Rosenberg, Dave Peet, Stephanie Dempsey, John Guglielmo, Jeremy Tuke, Jeff Carpenter, David Kehrer, Joe Steimer, Dan Waterstraat, Chris Playford, Jerry Tusch, Dave Avery, Charles Bell, Dave Coon, and others. Jeremy Tuke used the auger attachment on the Bobcat to dig four holes to set the new platform to access the Lackawanna baggage car exhibit, with help leveling and installing temporary stairs from Otto Vondrak, Scott Gleason, and Justin Carmona. On Oct. 22, Otto Vondrak and Jeremy Tuke built railings around the new platform entrance. On Oct. 24 and 25 we hosted Pumpkin Patch Train Rides, thanks to Dave Peet, John Guglielmo, David Monte Verde, Dave Avery, Jeff Davenport, Joe Steimer, Charles Bell, Lisa Talty, Frank Gough, Jeff Carpenter, Tony Mittiga, Otto Vondrak, and others.

The new smokejack for BR&P 280 was installed and caulked, and a new stovepipe was installed to connect the stove to the smokejack by Bill Marcotte on Oct. 27.

2019 GROSS ADMISSIONS

Museum Admission.....	\$100970.00
Cab Pass	610.00
Private Charters	0.00
Group Tours.....	480.00
TOTAL	\$102060.00

2019 DONATIONS

Donations	\$16200.00
Grants.....	20000.00
TOTAL	\$36200.00

2019 RAILFAN TRIPS (GROSS)

LAL Fall Foliage Express ...	\$16465.00
Altoona Trip.....	12390.00
TOTAL	\$28855.00

2019 ATTENDANCE (PAID ADMISSION)

22-DAY TOTAL	6606
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Average daily attendance for 2019 was 300, while the daily average for 2020 was 271. In a year where nothing was normal or even close to expected, the fact we were able to maintain any kind of attendance and activity within 30 units of our previous year's average is nothing short of a miracle.

Income from railfan trips was negated

2020 GROSS ADMISSIONS

Museum Admission.....	\$35873.00
Cab Pass	0.00
Private Charters	770.00
Group Tours.....	0.00
TOTAL	\$36643.00

2019 DONATIONS

Donations	\$61896.00
Grants.....	10000.00
TOTAL	\$71896.00

2020 RAILFAN TRIPS (GROSS)

Age of Steam Roundhouse (Canceled)	\$0.00
TOTAL	\$0.00

2020 ATTENDANCE (PAID ADMISSION)

10-DAY TOTAL	2707
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since we had to cancel our planned tour of Age of Steam Roundhouse.

Working together, your museum was able to survive 2020. Compared with the rest of the industry, we did incredibly well for our efforts. With your help, we look forward to recovery and growth in 2021. Thanks to Dave Peet for the data. ♡

Bill Marcotte also removed rusted metal from the southwest corner of Erie C254, as well as the southwest and northeast area of the roof overhang that had severely rusted. Justin Carmona removed the obsolete electrical wiring, switches, and electrical sockets that were added by Conrail after 1976. On Oct. 31 and Nov. 1, we hosted the final weekend of Pumpkin Patch Train Rides, thanks to Dave Avery, Dave Gwilt, Dave Peet, Dave Coon, Dave Kehrer, Justin Carmona, Sam Rosenberg, Jeremy Tuke, Charles Bell, John Guglielmo, Ruth Smith, Marc Smith, Duncan Richards, Jackson Glozer, Charles Rothbart, Tony Mittiga, Jill Bray, Otto Vondrak, and others.

NOVEMBER 2020: Window frames were carefully removed from the southwest corner of Erie C254 by Justin Carmona and Dave Coon on Nov. 3. Bill Marcotte welded repairs to the safety cage for Kodak tank car 52. Mike Dow and Dave Kehrer replaced the B&O signal with Pennsylvania Railroad style position light signals on

the northbound signal at Switch 6 on Nov. 8. Window sashes were removed from Erie C254 for inspection, repair, and replacement by Justin Carmona on Nov. 10. Joe Nugent, Justin Carmona, and Charles Bell helped tarp LA&L Alco RS-1 20 to protect it during the winter months. On Nov. 14, Bill Marcotte was fabricating a new steel patch to replace the rusted metal cut out from the southwest corner of Erie C254 on Nov. 14, while Dave Coon and Justin Carmona removed rotten wood from behind the walls. Mike Dow wired up the PRR-style signal for operation, with assistance from Dave Kehrer. Chuck Whalen made adjustments to get the replacement window sashes to fit into their frames on LV 95100. Charles Rothbart sorted and organized window frame parts and other materials inside the Erie Stillwell coach, while Jackson Glozer sanded window sashes to prep them for primer and paint. Otto Vondrak, Adam Lloyd, Charles Rothbart, Jackson Glozer, Dave Kehrer, Jeremy Tuke, Scott Gleason,

TRACK DOKNEY 2020 ROUND-UP



The Tuesday Night Track Gang (otherwise known as the "Track Dokneys") remained active through the 2020 season, though on a limited basis due to pandemic restrictions. The main project was to effect repairs of Switch 2 and the Industry yard lead, which was damaged in a derailment in March. Fortune smiled on us, in that the point rail of the decommissioned Hill Block

derail was a match to replace the damaged point in Switch 2. With lots of hard work by the usual suspects, as well as new members Jesse Beeley, Greg Lund, Luke Irvine, and valuable help and guidance from Scott Gleason and Pete Gores, we were able to complete the repairs in time to return our equipment back to "our side" of the tracks, and operate a limited public schedule in 2020. In addition, we replaced five mainline ties, and started on switch timber replacements in Switch 7 and Switch 8. Extra special thanks to Dale Hartnett for the mainline leaf cleanup as well. With a fresh inventory of new ties, spikes, and ballast, we anticipate more progress keeping everything "on track" in 2021. As always, new volunteers are always welcome to join us! —David Kehrer, Track Dept. Supt.

and Jon Saulsgiver accepted and transported a donation of cast iron sign and concrete markers and switch stands from a donor in Fairport. On Nov. 17 Bill Marcotte welded in a new patch to replace the portion cut from the southwest corner of the roof overhang. On Nov. 21, Bill Marcotte welded in a new patch on the southwest corner of Erie C254. Sam Rosenberg and Chuck Whalen inspected the brake cylinder under LV 95100. Chuck Whalen continued to sand and trim the replacement window frames for perfect fit. Charlie Marks built a new exterior door for the depot cellar entrance. Charles Rothbart and Jackson Glozer removed another glass arch window from the Erie Stillwell coach, and cut several temporary plywood blanks to seal the openings. On Nov. 24 Bill Marcotte made a minor welding repair to the door on the east side of the LV boxcar. On Nov. 28, Scott Gleason, Dan Waterstraat, Adam Lloyd, Jeremy Tuke, and David Kehrer regraded the access road along Track 9 to address drainage issues. Charlie Marks restored the exterior door on the west side of the north waiting room, reactivating all four exterior doors for the first time in 50 years. Bill Marcotte welded a pipe extension and some anti-theft brackets to the Lackawanna speed limit sign donated by Devon Lawton and restored by Bob Lippmann. Dave Luca took advantage of unusually warm weather to apply a coat of primer to exposed metal surfaces on Car 60.

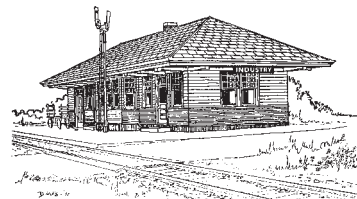
DECEMBER 2020: On Dec. 1, Jim Johnson and Otto Vondrak swapped out a CFL bulb for a new LED bulb in a fixture in the Restoration Shop (soon all will be replaced with LEDs for increased brightness and reduced electricity usage). John Redden applied a coat of rusty metal primer to the repaired Kodak tank car safety cage on Dec. 2. Dave Luca used a wire wheel to clean and polish the uprights on Car 60, while Rand Warner worked inside the motorman's cab. Chuck Whalen test fit the sliding windows for the cupola and Sam Rosenberg fit new door hinges on the north end of LV 95100, while Bernie Beikirch came to visit to discuss placement of interior fixtures on Dec. 5. Rotten subfloor was removed from the southwest corner of Erie C254 by Dave Coon and Justin Carmona. On Dec. 7, Michael Abbazia from Abbazia Flooring arrived to repair the floor and subfloor in the Depot's south waiting room. Justin Carmona used a needle scaler to remove rust and other deposits from the northeast stepwell of Erie C254, and rusty metal primer was applied to the exposed metal surfaces in the southwest interior of the car on Dec. 8. Scott Gleason and Tim Gifford used the C450 bucket truck to replace the security light over the driveway entrance on Route 251. Dave Kehrer, Rand Warner, and Dale Hartnett surveyed the difference in grade along our track from Switch 6 to the first trolley pole to help plan a surfacing project in 2021. On Dec.

12, several volunteers helped clean up and organize the south end of the Restoration Shop, including Bill Marcotte, Tim Gifford, Scott Gleason, David Gwilt, Jackson Glozer, Charles Rothbart, Dave Peet, and others. Sam Rosenberg test-fit the new door for the north end of LV 95100, while Chuck Whalen continued to fit window frames. On Dec. 16, Otto Vondrak conducted inventory of the gift shop and opened the depot to the public for last minute gift shopping (and welcomed four customers in the middle of a snow storm). Our Dec. 17 members meeting was hosted virtually, featuring a slide show by Duncan Richards featuring snowy scenes of local railroading from the last 30 or so years. Bill Marcotte cut away the rusted kickplate from the northeast stepwell of Erie C254 on Dec. 19. Sam Rosenberg and Chuck Whalen fit the door on the north end of LV 95100, while Jesse Beeley cleaned debris from the roof. Jeremy Tuke built a new work table for the depot basement. On Dec. 22, Scott Gleason, Dave Kehrer, Tim Gifford, and Jeremy Tuke cleaned up the area around the well head and water treatment building, opening up new parking areas for heavy equipment and re-stacking a portion of our inventory of stick rail.

IN MEMORIAM

Carlos Mercado
Charles Robinson
Norm Shaddick
Sam Swisher

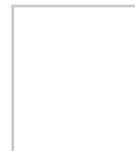
EDITOR'S NOTE: Of course it is difficult to document and credit every single task and volunteer who contributed throughout the year. If I missed you, it's because I didn't know about your work. Don't be shy and please let me know what you're working on in 2021 (better yet, provide photos). I apologize to anyone I may have overlooked during this very busy season. Thank you all for your contributions.—O.M.V. 5



COVER PHOTO: Thanks to countless volunteers, Buffalo, Rochester & Pittsburgh caboose 280 emerges from the shop for the first time in 20 years, fully restored, and ready for service. PHOTO BY OTTO M. VONDRAK



THE SEMAPHORE
 ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM
 P.O. BOX 23326
 ROCHESTER, NY 14692-3326



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

2021 R&GV MUSEUM SCHEDULE

*Please note dates and activities are subject to cancellation due to local restrictions.
 Please visit our web sites at www.rgvrrm.org and www.RochesterTrainRides.com for details.*

March 13 – Safety and Rules Class (ONLINE)

March 20 – Hands-on Training

March 27 – Hands-on Training

April 3 – Easter Bunny Train Rides

April 10 – Hands-on Training

April 24 – Hands-on Training

May 22-23 – Makers/Builders Train Rides

June 20-21 – Princess/Superhero Train Rides

July 18-19 – Black Diamond Train Rides

July 18 – Night Photos with LV 211

August 21-22 – Classic Cars and Train Rides

August 21 – Night Photos with RGE 1941

September 18-19 – Salute to Veterans

Train Rides

October 9-10 – Pumpkin Patch Train Rides

October 15 – 50th Anniversary Depot

Dedication and Banquet

October 16-17 – Pumpkin Patch Train Rides

October 23-24 – Pumpkin Patch Train Rides

October 30-31 – Pumpkin Patch Train Rides

December 10-11 – Santa Trains

December 17-18 – Santa Trains

THE ONLY REAL TRAIN RIDES IN ROCHESTER ARE AT

RochesterTrainRides.com