

THE SEMAPHORE

FOR FRIENDS AND MEMBERS OF THE ROCHESTER CHAPTER NRHS

MAY 2008
VOL. 50 No. 8

NEXT CHAPTER MEETING:

MAY 15

Members' Slide Night

We invite you to bring your slide shows or digital presentations and show us your favorite photos!



REUNITED WITH AN OLD FRIEND: Jacob Stofko visited the museum in April to get reacquainted with an old friend, Lehigh Valley RS-3m 211. Jacob worked with the 211 for many years while assigned to the Allentown, Pennsylvania area with Conrail, and was pleased to find that we had preserved the unique locomotive at our museum. This now-one-of-kind "Hammerhead" RS-3m is operational, but new batteries will allow the engine to be started and operated with ease on the museum's demonstration railroad. A donation to our Locomotive Preservation Fund will help us purchase new batteries and keep this unique locomotive operational for years to come. PHOTO BY DAVID SCHEIDERICH

Priority success drives funding needs

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In what is the most focused year at the R&GVRRM with published goals and priorities and teams of volunteers already meeting or exceeding many of them, the success is starting to take its toll on the Rochester Chapter's treasury. Although the priorities were budgeted for and some had special funds to back them up, the overwhelming success of many of the teams has seen the expenses outpace the available funds and planned fundraising. For example, our ESE window team has been requiring monthly orders of the abrasion resistant polycarbonate window glazing to keep up with their great progress. Alas, the April order exhausted the last of the available funds in the ESE window replacement special fund, and a new request for materi-

al for six more windows at a cost of nearly \$900.00 has already been submitted for May. At a time when the Chapter and Museum want to keep up this incredible momentum across all of our priority projects, we need your help to be able to continue to fund our success.

This help can come in many forms. The most apparent is a direct cash donation to the Chapter to help us fund our priorities. Even the smallest donation would help us now. \$5.00 covers the cost of one track joint bolt and \$20.00 covers the cost of the four track bolts needed at a minimum for each rail joint. \$15.00 pays for a TON of ballast delivered while \$500.00 covers a truckload. \$75.00 covers the cost for the supplies for one of (continued on page 6)



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS

MEMBERSHIP REPORT

Please welcome new member **Charles McNamara** of Tonawanda, New York. Also at this time, please welcome new Membership Chair **Sam Rosenberg** of Pittsford. He will be taking over membership duties from **Jessica Stallone**, who has graciously served our Chapter for more than two and a half years. Membership Chair Sam Rosenberg can be reached by e-mail at membership@rochnrhs.org.

2008 ESCORTED RAIL JOURNEYS

We are listing below our year 2008 Amtrak Pre-Christmas tour as well as the 2007 prices for the pre-Christmas trips. Year 2008 hotel and theater prices are not available at this writing but due to the popularity of these pre-Christmas trips it is necessary for us to make reservations 11 months in advance. Our pre-Christmas trip will only increase by the amount of rail; hotel and theater price increases. These price increases usually amount to 6% per year increase.

The reason we are notifying you at this time is that several people from our previous trips that have contacted us since December and we are holding space for them on the 2008 pre-Christmas trips. The 2007 NYC trip prices were from \$595.00 to \$650.00 per person double occupancy depending on type of accommodations in the hotel. This includes round trip coach fare on Amtrak, hotel, transfers from Penn Station to the hotel, 2 breakfasts, 1 dinner, baggage handling, taxes and orchestra seat ticket for Radio City's Christmas show starring the Rockettes. Children's rates are about 50% of adult rates depending on the number of adults in the room. Triple occupancies and 2 bedroom suites for 4 adults or families are available by calling us. We can give you information on purchasing Broadway show tickets by telephoning us. You may also decide not to go to the Christmas Show starring the Rockettes. We must know this by April 25, 2008 and the show costs will be deducted from your trip cost. Please remember if you select not to go to the show and cancel your reservations it would leave us space to sell without a Christmas Show Ticket. For the two-night trip, dinner is Thursday evening. The Thursday evening dinner will be before Radio City Christmas Show. You may if you prefer not have dinner and the meal cost will be reduced from your trip.

There's not enough room in this issue to list all the details, but we'd also like to tell you about our planned Fall Foliage Tour by rail to Michigan to visit the Henry Ford Museum, Greenfield Village, and

Frankenmuth, Michigan. The trip would be four days and three nights, departing Rochester on October 16. The escorted trip includes rail fare Rochester-Toledo by Amtrak, all transfers, all museum admissions, 3 nights in the Best Western Greenfield Village Hotel, 3 breakfasts in the hotel, deluxe motorcoach for the return trip to Rochester. Tip for motorcoach drivers, baggage handling in the hotel and taxes are also included. We will be traveling through Canada on our return so it will be necessary for each of you to have a picture ID, (Drivers License), passport or birth certificate for customs. The price is \$525.00 per person double occupancy and \$685.00 single occupancy. **For more information and reservations contact Jim East at (585) 377-5389.**

UPCOMING MUSEUM EVENTS

MUSEUM OPENING WEEKEND
Sunday, May 18

TROLLEY FOLLIES
Sunday, June 15

CHAPTER MEETING
Thursday, June 19

CHAPTER MEETING
Thursday, July 17

CABOOSE DAY
Sunday, July 20

CHAPTER MEETING
Thursday, August 21

DIESEL DAYS
Saturday, August 23
and Sunday, August 24

MUSEUM CLOSING WEEKEND
Sunday, October 26

Next Chapter Meeting:
June 19

7:30 PM at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM MANAGERS

RAILROAD: Chris Hauf
(585) 381-8583 crhauf@frontiernet.net

INFRASTRUCTURE: Dave Luca
(585) 288-0318 daveluca@frontiernet.net

MOTIVE POWER DEPT.

RG&E 1941: The motive power crew has continued to make great progress working on both the General Electric locomotives that are located inside the restoration building. As reported last month, a major part of the work on these two engines involves a total overhaul of the air brakes and hand brakes. The brakes are essential safety apparatus and need to be in good condition on our hilly railroad. Thanks to Chris Hauf new rubber seals for the brake pistons were ordered and delivered. These are to replace worn and leaky seals. A new return spring was also delivered to replace the broken spring on the 1941. We are happy to report that at the end of the month the brake system work on 1941 is completely finished and a leak test performed on Saturday April 26 confirmed that the air system is very tight and the engine brakes are very good. Other details were accomplished involving restoring the headlight, cooling systems and brake steps. Warmer weather has made it easier to resume installing the cab windows. Thanks go to John Redden, Kevin Klees, Joe Nugent and Ron Amberger for efforts on the 1941.

EK 6: Work continues on the EK 6 locomotive which has a significantly more complex braking system with four cylinders, eight pistons. The pistons are particularly hard to install because the workers have to duck under the engine deck and over the truck frames to reach into a hard to reach place to start the piston into the cylinder. The brake shoes on this engine are also difficult to reach. Ron Amberger, John Redden, Peter Gores and Chris Hauf used a lot of heat and muscle power to



Careful attention to cosmetic detail signals that the rebuild of our 45-ton siderod switcher is nearing an end. Volunteer Kevin Klees is seen heating one of the foot boards from RG&E 1941 prior to straightening the support bars. PHOTO BY RON AMBERGER

straighten up the foot boards on the south end of the engine. Thanks also to Rand Warner, Peter Gores, Ron Amberger, and Bob Mader and every one else that helped for efforts on the EK 6.

R&GV 1654: Ron Amberger and Dave Scheiderich put a new pump impeller on the water pump on the number two engine on the 1654 and re-installed the pump on the engine.

R&GV TC-2: Bob Mader, Norm Shaddick and Rand Warner have been doing the hard job of totally overhauling the engine of track car TC-2. Plans are to have this car ready for the opening in May.

—Ron Amberger

Motive Power Department

OPERATIONS DEPT.

On Saturday, March 15 and Sunday, April 20, Mike Dow and Mike Roque delivered the classroom portion of the Operating Rules, Air Brake and Train Handling training on the campus of RIT on behalf of

the museum's Railroad Operations Department. In addition to managing railroad operations and providing training for operating crews, the Railroad Operations Department's goals also include increasing member involvement in train service. To that end, several volunteers new to the operations department attended the classes, as well as many seasoned veterans. These classes are the foundation upon which hands-on training and operating opportunities will build later in the spring and summer operating season.

If you are interested in operating this season and have been unable to attend the first two classes, one additional classroom session will be held. You must attend and pass these classes in order to operate railroad equipment this year. Any questions regarding training should be directed to Operations Superintendent Mike Dow, at opsdept@rgvrrm.org

—Mike Roqué

Operations Department

2008 TRACK CAR OPERATOR TRAINING SCHEDULE

Sun. May 11	Hands-on #7	BY APPOINTMENT, for all NEW operators: Contact Harold Russell for appointment.
Sun. May 18	Hands-on #8	BY APPOINTMENT, for all NEW operators: Contact Harold Russell for appointment.



ESE WINDOW REPLACEMENT

The project of installing new window glazing in the five *Empire State Express* excursion coaches continues to move forward. As of the end of April, 15 of the remaining 49 large windows have left the window shop. The work is currently ahead of the scheduled target of having 12 window modules rebuilt by now.

During April the crew of Dave Peet, Bill Blasei, Lynn Heintz, Don Wawrzyniak, Bob Mader, Dave Luca and Dale Hartnett refurbished five of the large windows (compared to a goal of three modules). In addition, the crew started replacing screws on the small windows on Car #3, the concessions car. To date, three of those smaller windows have been rebuilt. There will be a total of 50 small windows that will need new glazing during this project.

Our hope is to have the new windows on Car #3 available for membership inspection during the June Chapter meeting at the Industry museum on June 19.

At the current pace, work on rebuilding the large windows should be complete in spring, 2009 with the smaller windows being completed during the following winter.

Many thanks to all the workers who have helped move this important project forward. The earlier we get the coaches ready to roll, the sooner we can start putting them back to work raising much needed funds for the Chapter. Work crews continue to work on Saturdays and Tuesdays at the Industry museum. **Contact Dale Hartnett at dhartnet@brockport.edu** if you want to help.

—Dale Hartnett
Project Foreman

MUSEUM VIDEOS ON YOUTUBE

In November 2007, I learned that YouTube, the largest online video sharing website now owned by Google, had an option for non-profits to obtain a YouTube account with additional capabilities over the free account anyone can obtain. For example, people can make cash donations to us via Google Checkout on our non-profit YouTube site. While we have had videos on our own www.rgvrrm.org website for years,



TOP: Yes, this photo is correctly oriented. Bob Mader is lying on his side while working on the exhaust manifold of the engine in TC-2. This will return another track car to active service, giving more flexibility in regular operations and work train service. **ABOVE:** John Redden and Joe Nugent re-installing the bell on RG&E 1941 after Joe had removed layers of paint and polished it. Cosmetic touches like this signal that 1941 is nearly ready to return to service. **PHOTOS BY RON AMBERGER**

sharing via YouTube opens up a whole new and very broad avenue for people to discover our museum and our accomplishments. Therefore, I applied for a non-profit site for the R&GVRRM, and the wait began. Right after the first of the year, I learned our account had finally been approved and set to editing up some new videos to share via our new account.

To date, five different videos have been posted on the site. One of the videos covers our Diesel Days operations while another chronicles the restoration of our Plymouth BL gas-mechanical locomotive. A third video covers some of the initial trolley runs under commercial power at NYMT, and the final two cover two years of "Big Digs" on the restoration building site.



TOP: On March 15 and April 20, Mike Dow and Mike Roque conducted a rules class and operations training at RIT. These classes are the foundation upon which hands-on training and operating opportunities will build later in the spring and summer operating season. **ABOVE:** The new and the in progress. To the right, a newly rebuilt window is shown on coach 2571 while next to it the plywood signifies a window still in progress. **PHOTOS BY MIKE ROQUE, CHRIS HAUF**

A recent count shows the Diesel Days and Big Dig 2005 videos have seen nearly 1500 views each in just the first four months of 2008. We quickly learned our construction equipment videos were as popular as our railroad videos which is great since it greatly widens the audience for our site. More videos on all facets of our museum are planned for the future

based on already gather footage and new footage to be shot in this very busy year for the museum.

You do not need to sign up for any sort of account to view our videos. Please check out our site at www.youtube.com/rgvrrm and tell your friends!

—Chris Hauf
Museum Manager

WANTED

- Relay ties and switch timber for new track construction on south side of Restoration Building and on west side of the LA&L tracks.
- No. 3A crushed stone ballast for above track construction
- Non-asbestos boiler lagging for Heisler fireless steam locomotive
- Cantilever passenger car jacks for use on our excursion trainset
- Donations/sponsors for proper grade of Lexan plastic sheets for fabricating outer window panes on excursion cars
- Sheet steel in 0.085" thickness for rehab of Rochester Subway car 60
- Cases of soda/pop in cans
- Open-end wrenches larger than 1"
- Pallet racking crossbeams
- Good used, or new, rims for Bobcat
- Oxy-Acetylene rosebud torch
- Vise Grip pliers, assorted sizes
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail

IF YOU CAN HELP PROCURE ANY OF THESE ITEMS PLEASE CONTACT:

Rand Warner at (585) 425-8586

Chris Hauf at (585) 381-8583

Dave Luca at (585) 288-0318

R&GVRRM
Opening Weekend
May 18

Visit the Museum on-line:
www.rgvrrm.org



A post-1907 portrait of Industry Depot. Note the freight house in the background and the electric catenary. COLLECTION ROCHESTER CHAPTER, NRHS

Our Industry Depot enjoys long history

The tracks in front of the depot were laid in 1853 by the Rochester & Genesee Valley Railroad, and the first depot on this site was built at the same time. The station was named "Scottsville" until 1903 when it was renamed "Pixley" after a station agent who served many years. The depot's name was changed to "Oatka" in 1906, which still did not reflect its true location. The present depot was built around 1909 and the name was soon after changed to "Industry," after the newly established state school for boys. Our depot features two waiting rooms, separated by the agent's office. It was custom of the time to provide separate waiting areas so that men could smoke and say unpleasant things without offending the delicate lady folk. In later years, the separate waiting room was used to segregate inmates from the state school from the public.

From 1853 to 1874, this depot served the village of Scottsville, some three miles away to the west. The depot provided the village with daily mail, express and passenger service. An omnibus ran from the village and connected with all trains.

In the early years before the Mount Morris Dam was constructed, the Genesee River would inundate the flood plain

between the village and the depot. Towns folks would have to resort to using a row-boat to reach the depot.

In 1858, the Rochester & Genesee Valley Railroad was leased to the Buffalo, New York & Erie Railroad, which in turn was controlled by the Erie Railway. By 1874, the Rochester & State Line Railroad reached the village of Scottsville proper, and our depot became less attractive to the citizens. The Rochester & State Line would eventually become part of the Baltimore & Ohio, currently operated by Rochester & Southern.

Early on, the Erie saw the potential of commuter traffic along this line, and embarked on their first electrification project from Rochester to Avon and west to Mount Morris. The new schedule called for 26 to 30 trains to call at our depot! The 34-mile electric line was put into service on June 18, 1907. The route from Rochester to Mount Morris was covered in about an hour and ten minutes, and hourly service was provided from 6:00am to 11:30pm. The improvements never managed to pay for themselves, and electric service was discontinued in 1931. The last passenger train stopped at Industry on

September 30, 1941, and the depot was closed in 1950.

Over the years, the Erie survived a few name changes and bankruptcies and merged with its long time competitor to form the Erie Lackawanna Railway in 1960. The Rochester Chapter was seeking a home and possible museum site for its activities, and discovered Industry depot was available. The depot had been abandoned since 1957, and by December 1969, the Rochester Chapter had adopted it as their new home. The depot was purchased outright from EL in 1971 for the ceremonial sum of \$1.00.

As a result of general economic downturn and the devastation in the aftermath of 1972's Hurricane Agnes, Erie Lackawanna became a part of Conrail 1976. Conrail operated the line to Avon until 1996, when the shortline Livonia, Avon & Lakeville took control of the line all the way up to Genesee Junction.

Restoring the depot to its 1930s appearance is an ongoing project of the museum and the chapter. Industry depot remains the cornerstone of the Rochester & Genesee Valley Railroad Museum!

—Visit www.rgvrrm.org for more info

Fundraising is key for several projects

(continued from page 1) the small coach windows while \$150.00 covers the cost of one of the larger windows. Additionally, we have our ongoing "Building Tracks to the Future" capital fundraising campaign to raise the needed funds for our LA&L siding and restoration building floor. Along with that, we have our Locomotive Preservation Fund. Started with an \$1800 matching NRHS Heritage Grant received in 2007, the fund is just \$700 shy of making the required cash match and about \$1000 shy of the funds needed to purchase the new starting batteries for 211, a priority for 2008. Donations can be mailed in or taken online via our website: www.rochnrhs.org.

Help can also come in other forms. Many of projects require materials to be purchased. Can you help us search out in-kind donations for these materials from local companies saving the funds in the Chapter treasury for other purchases? Are you working on a project that requires consumables like paint, penetrating oil, lubricating oil, etc.? Would you consider donating the consumables you use again saving funds in the Chapter treasury for other purchases? Are you interested in helping pursue grant funding? In many cases, a fair amount of ground work like



Great progress has been made on our Empire State Express excursion set window replacement project. Here we see NYC 2571 with many pieces of plywood applied signifying windows that are either in the process of being rebuilt or are already rebuilt. This view also gives an idea of the large amount of window work involved on each car. This is only one of many projects at the museum that could benefit from additional donations. PHOTO BY CHRIS HAUF

writing letters of inquiry need to be done ahead of submitting grant applications. Can you help us open new doors for grant funding?

And help can go beyond that. Every person that visits the R&GVRRM via our public Sunday operations buys a ticket. That represents revenue for the museum. Can you help us publicize our dual museum operation; raising our attendance and thus our ticket revenue? Have a special event in mind that we might be able to run

to raise money? There are lots of possibilities from night photo sessions to a bottle and can drive to a Chapter golf tournament to other Chapter outings or trips both rail and non-rail related. Thinking out of the box, what do you know of that we have not tried yet?

With all of that said, we would like to ask that you please consider helping the Rochester Chapter and its Rochester & Genesee Valley Railroad Museum continue to fund its success in 2008!

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

Spring has finally arrived, which means the beginning of our museum's operating season can't be far behind. As we look forward to opening for the 2008 season, we should take a look at our museum grounds with an extra critical eye. Museum volunteers have been busy organizing our spare parts and materials and scrapping and disposing of the rest. What look like valuable materials and artifacts to us can easily be interpreted as trash and junk by the public. Keeping the grounds neat and tidy and free of trash go far in making a good impression upon our visitors. As we well know, the best advertising we can get is the recommendation of a happy visitor!

Notice something out of place or have a suggestion where we could improve the visitor experience? Tell your ideas to a Museum Manager to see if we can develop them together. Everyone can help make this season a successful one. If you can spare an hour or two each weekend, you can help make a difference. Every aspect of our museum operations can benefit from your help. From train operations to tour guides to track maintenance to equipment restoration—there's something for everyone.

I know I haven't been around Rochester very much in the last couple of years, so I should probably re-introduce myself to our

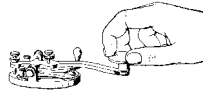


readers. Attached is a self portrait of yours truly as brakeman aboard caboose 18526 during some winter switching moves.

—Otto M. Vondrak
Semaphore Editor

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.

Off the Train Wire



—Compiled by Rand Warner

MOW EQUIPMENT: We now have the small Schram air compressor rigged up on a pallet on a collapsible track car for easy mobility. This will be handy for operating air-powered track tools, such as jack hammer for tamping or impact wrench for joint bolts.

ENGINEERING DEPT.: We now have all our surveying equipment consolidated in the north west corner of the Restoration Building, making good use of a recently donated multi-section personnel locker to neatly store many of the items. The rest are staged next to the locker unit. This upgrade will facilitate our many concurrent major engineering and construction projects this spring.

OPERATIONS DEPT.: Mike Dow and Pete Gores have started inspecting our

center cab locomotives, using the FRA 92-day inspection form as a reference guide. We hope to have USA 1654 back in service first, followed by RG&E 1941, and then EK 6. Our Fairbanks-Morse unit, USA 1843, has already been started up to assist in rearranging our Empire State Express coaches in the upper yard.

EXCURSION TRAINSET: Dave Luca had the Operations Department rearrange all the Empire State Express cars into a single train so that he could fire up the Head-End Power (HEP) car to power up the air conditioning in all the coaches. It was good to see everything running once again after a couple of years storage and non-operation. Dave can now check out all the other subsystems in each car as well, using air and water.

BEAUTIFICATION: Jan Luca has restocked our planters in front of Industry Depot with flowers and bulbs for the 2008 season. Now we need to make sure we keep them watered. Dave Pete & Co. have got our latest John Deere tractor mower running again for the season. Spring came early this year!

CABOOSE JEWELRY: We have cabooses representing the New York Central, Penn Central, Baltimore & Ohio, Buffalo, Rochester & Pittsburgh, Erie, and Pennsylvania. It would be nice to have authentic prototype lanterns, markers, first aid kits, interior lamps, etc. for use in our cabooses. If you can help with any of these items, please contact Chris Hauf, Jeremy Tuke, or Rand Warner.

TRACK DEPT.: Dave Luca and Rand Warner have been laying out the construction considerations for the new siding to be located on the west side of the LA&L tracks. The new siding will be the home for our excursion train set. They have also been reviewing the relocation of the entrance switch for the depot and museum yard trackage.

DEPOT JEWELRY: We presently have some interior and exterior signage for our Erie depot, but we could always use more. We could also use more realistic and authentic artifacts, equipment, and hardware. If you can help with any of these items, please contact Chris Hauf, Jeremy Tuke, or Rand Warner.

THE SEMAPHORE

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Chapter Meeting:

May 15

7:30 PM at the 40&8 Club
933 University Ave, Rochester

Next Chapter Meeting:

June 19

7:30 PM at Industry Depot
Route 251, Industry