



HEY, DON'T WE KNOW EACH OTHER? Former Philadelphia & Western trolley 161 from New York Museum of Transportation meets LV 211 from the Rochester & Genesee Valley Railroad Museum at BOCES Crossing on our shared railroad. More than ten years of hard work from both volunteer organizations made this meeting possible. This photo was part of the evening entertainment at the August chapter meeting. PHOTO AND LIGHTING BY CHRIS HAUF

Mission: Possible

Identifying and meeting our new challenges is key to success

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A trolley running under its own power ran south from NYMT to meet a vintage diesel from R&GVRRM that ran north from Industry and met at BOCES Crossing. As part of the entertainment for our August Chapter meeting at the museum, a night photo shoot was set up to highlight the accomplishments of our two groups. It wasn't long ago when NYMT set the first poles for electrification. It wasn't long ago when we drove the Golden Spike on our joint demonstration railroad. For some of us, it doesn't seem that long ago when we first purchased Industry depot!

As a preservation society, we have much to be proud of. We have saved and restored many pieces of equipment and artifacts. We have helped educated thousands,

explaining what railroading is all about. See inside for photos from our last Diesel Days weekend to see the results.

With all we have accomplished, we've only just started down the road. Now we must look to the future and identify new challenges. What are our goals? What do we want to accomplish in the future? How do we want the public to experience a visit to our museum? What are we trying to say, and how will we demonstrate our "tired iron" for future generations?

The good news is that we can build upon our experiences and meet our new challenges. We have developed creative solutions for many issues that face the museum, we will continue to do so in the future.

—Otto M. Vondrak



www.rochnrhs.org

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TRAIN BULLETIN

SHORT NEWS AND ANNOUNCEMENTS REGARDING
THE ROCHESTER CHAPTER NRHS

MEMBERSHIP REPORT

A new member signed up during Diesel Days. He is an engineer with New Jersey Transit.

George S. Petrie

324 E. 11th Ave

North Wildwood, NJ 08260

e-mail BLE373st@hotmail.com

NEW YORK CENTRAL STATION IN LE ROY

Member Charles Woolever is looking for quality Photos/scans/photocopies showing the New York Central depot in LeRoy, NY. Please contact Charles at 585-594-4721 or charles@existingstations.com

UPCOMING PROGRAMS

A list of upcoming programs has been provided by Harold Russell. If you are interested in giving a presentation at an upcoming chapter meeting, please contact Harold at haroldrussell@juno.com.

October 16, 2008 - The Lehigh Valley Railroad by John Stewart

November 20, 2008 - Modern Day Passenger Service in Europe and Trains in the United Kingdom by Sam Rosenberg

December 18, 2008 - VACANT

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

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

March 19, 2009 - Rochester's Street Cars by Charlie Lowe

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

May 21, 2009 - Members' Slide Night and Chapter Elections - Everybody is Welcome!

VISIT OUR WEB SITE: WWW.ROCHNRHS.ORG



Chapter president Dave Luca presents the Fairmont Cup award to immediate past president Jeremy Tuke as thanks for all his years of hard work. The award is presented as a sign of gratitude to an outstanding Chapter member each year at the Chapter Picnic.

PHOTO BY DAVID SCHEIDERICH



Dan Wawrzyniak in the excursion set "window shop" inside our former Erie Stillwell coach. Our volunteers have made great strides in replacing our old Budd coach windows! PHOTO BY RAND WARNER

**JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$53.00**

Rochester Chapter NRHS

P.O. Box 23326

Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:

October 16

7:00 PM at 40&8 Club



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.

August was a fairly quiet month for locomotive restoration. However efforts were focused on preparation and operations during the Diesel Days weekend. The motive power group worked on preparing LV 211 and R&GV 1654 for Diesel Days by cleaning them, checking fluids and washing windows and other details. Both engines performed flawlessly both days of the event due to this careful preparation. Thanks go to all who helped with these tasks.

RG&E 1941: Although restoration work was subdued it was not entirely quiet. Joe Nugent and Mike Dow worked on cutting out the rusted out exhaust pipe recesses in the hoods of the GE 45-tonner. Steel was ordered by Joe to fabricate new recesses. Ron Amberger did additional work on the engine by wire brushing scale away from the window openings and portions of the cab interior and priming these areas in preparation for the repainting of the entire locomotive. Also, member Joe Werner constructed new step boxes for RG&E 1941. They will be finished in the same paint used on the locomotive. Thanks from an appreciative Motive Power Team!

Motive power needs:

- Donations for the Locomotive Preservation Fund; on-line or by mail.
- A person skilled in welding and brazing to do minor repairs on the 1941 (contact Joe Nugent).
- Drawings for making air whistles to be used on our diesel locomotives.

—Ron Amberger



DEPARTMENT OF MOTOR VEHICLES: TOP: The Ford hi-rail dump truck and hydraulic boom crane was returned to active duty in late June. Pete Gores is seen inspecting the hi-rail gear with the truck parked on NYMT tracks at Giles Crossing. We are currently trying to locate the rail rack that became separated from the truck bed when it was pressed into wire duty. **ABOVE:** Sheet metal cut for the International REA truck was test-fit in place. This project is slowly taking shape after many years spent working on mechanical issues. **PHOTOS BY RAND WARNER**

ESE WINDOW REPLACEMENT

Rehab work on the former New York Central *Empire State Express* Budd stainless steel passenger cars continues with our team working Saturdays and Tuesdays, usually starting about 9:30 AM, both days. The regulars are Don Wawrzyniak, Bill

Blaesi, Dale Hartnett, Lynn Heintz and Dave Peet.

During August we completed 9 small windows—all the windows in cars 2 and 3 have been rebuilt and we're reinstalling them in car 2 (car 3 is done!). Four windows in car 1 are done as well. The next



MUSEUM NEWS CONTINUED



TOP: For the first time ever, our Pennsy Pullman/Lounge "Pine Falls" rides the rails, providing short trips for guests at our September 6 Chapter Picnic! We let the Pine Falls stretch its legs a bit after we pulled it from Track 2 at Industry. Of course, our demonstration railroad didn't exist yet when the car was donated in 1986. The Pine Falls will be moved up to long term storage at the Restoration Building for evaluation and possible stabilization efforts. The all-red (Tuscan and Cornell) consist looked great! LV 211 is a former PRR passenger loco. **ABOVE LEFT:** Nighttime configuration of a bedroom, with ladder to upper bunk. **ABOVE RIGHT:** Daytime configuration shows the upper bunk stowed away. See page 10! **PHOTOS BY DAVID SCHEIDERICH**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM NEWS

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

step for these cars is to paint the window band to cover the blue paint added by Metro-North during their stewardship *[But I kinda like it, though! Reminds me of home! -Ed.]*.

We need help to start repairs to the interior walls where age and water leaks have damaged the wall panels. This work needs to be done before any interior painting. If you can help with this effort, please come on out to Industry on Saturday or Tuesday, or see Dave Luca for instructions! Money donations to buy polycarbonate sheet and wall panel material will be gratefully accepted and put to use immediately! Since we began work in early January, we have rebuilt 23 large and 26 small windows. As 16 large windows were done in past years, that leaves just 26 large and 29 small windows to do!

—Dave Peet

TRACK DEPARTMENT

Switch 6 continues to get attention to ties, ballast, elevation and tamping from Mike Dow, Luther Brefo, Mike Roque, Rand Warner, Dave Chapus, Chad and others. The results were evident in smoother tracking of locomotives and equipment during Diesel Days weekend. Additional work on this critical switch will continue through the operating season.

The LA&L track crews will soon be pre-fabbing and installing the new switch that will lead into our yard at Industry, located one rail length to the north from its current location. This should ease the curve and reduce wear and tear. We will be moving all of the displayed equipment off Track 1 and Track 2 and deactivating Switch 2 in preparation for new track to connect to the new switch. We will then dismantle Track 1 and 2 and re-use the materials elsewhere.

The new siding on the west side of the LA&L continues to grow. We are now up to four rail lengths from where we started. Work is being led by Dave Luca and Luther Brefo, assisted by Mike Roque, Jeremy Tuke, Dave Chapus, Rand Warner, Chad, Scott Gleason, Dave Waterstraat, "Super" Dave Scheiderich, Jessica Stallone and many others. We currently have a flatcar and Trackmobile on the siding.

—Rand Warner

CONSTRUCTION EQUIPMENT

Our Caterpillar Model 225 road grader has been used heavily on our grading projects south of the Restoration Building and for the new siding for the excursion cars. The Chapter has recently acquired Joe Scanlon's Huber Wabco grader which is larger than our Cat 225. Dan Waterstraat and Rand Warner are getting the Huber grader up and running and ready for service around the museum grounds.

The new siding for the excursion coaches has entailed the use of our Ford forklift, Cat 225 grader, Trojan bucket loader, Schram air compressor, Army 6x6 flatbed truck, Cat D7 bulldozer, and we may use our Galion road roller. Thanks to everyone who make it possible to operate and maintain our fleet of vintage construction equipment.

DIESEL DAYS 2008

Once again, all of our hard work paid off, resulting in an enjoyable and trouble-free experience for our guests of our Tenth Annual Diesel Days weekend. Engines 1654 and 211 were the stars of the show, with 1843 on standby. Our two museums welcomed 648 paid attendees who came out to ride the trolley and experience our vintage diesels. While we don't get a chance to talk to everyone, it's clear from our repeat business that we must be doing

something right. A hearty thank you to all our volunteers who made it possible, and all of our Chapter members who support us through donations and annual membership. Also thanks to our friends at the New York Museum of Transportation for providing crews for trolley operations.

CHAPTER PICNIC

The 2008 Rochester Chapter Members Picnic was a huge success. As opposed to previous years, the meal was catered, freeing up people to enjoy their time with others. Despite the overcast day, there was a good turnout. The highlight of the day was freeing the Pine Falls from its 22-year home on Track 2 for the first movement up and down our demonstration railroad! Of course, when the Pine Falls first arrived at Industry in 1986, there was no demonstration railroad to ride on! The ride aboard the Pine Falls was smooth and enjoyable. The Chapter's Fairmont Cup award was presented to Jeremy Tuke for his dedicated years of service as president. Jeremy's recent contributions to our organization include helping with the water and sewer issues, negotiating our new land permit acquisitions, as well as the construction of the excursion set siding. We look forward to future contributions towards the continued growth and success of the RGVRRM.

—David Scheiderich



Museum volunteers gather at Industry Depot for their safety and operations briefing on the first morning of Diesel Days. Turn the page for even more Diesel Days pictures! PHOTO BY CHRIS HAUF



MUSEUM NEWS CONTINUED



1. Visitors board trains at Industry Depot, choosing to ride either caboose or locomotive (VONDRAK). 2. Late in the afternoon, R&GV 1654 and the Erie Caboose head north up the ramp. (ROQUE) 3. Engineer Ron Amberger and his wife. This was Ron's first season as a qualified engineer under the new training program. (COURTESY AMBERGER) 4. Here we see the transfer point loaded full of equipment, including two of our excursion set cars used as a inclement weather waiting room and snack bar! Step boxes are down, car hosts are ready, and the first trolley from NYMT is dropping off passengers... time to start the show! (PLAYFORD) 5. Looking every bit at home on our demonstration railroad, LV 211 descends the grade into Industry Yard. (ROQUE)

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM NEWS

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6. Crowds of visitors board the NYMT trolley at BOCES Crossing. (SCHEIDERICH) 7. LV 211 comes down the hill with a full load of visitors. (PLAYFORD) 8. Diesel Days volunteers meet at Industry depot for their job briefing. (VONDRAK) 9. Engineer Mike Roque poses on LV 211. (VONDRAK) 10. Chris Hauf and his two daughters enjoy a ride in our restored Penn Central transfer caboose. (VONDRAK)

WANTED

- No. 3A crushed stone ballast for new 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
- Steel stationery cabinets for tools
- Four-drawer file cabinets
- Pallet racking crossbeams
- Good used, or new, rims for Bobcat 610
- Socket sets - 3/8", 1/2" and 3/4" drive
- Sturdy wood, metal, or plastic pallets
- Track bolts for 80-lb. or 90-lb. rail
- Working tractor backhoe
- Ballast hopper car

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

Chris Hauf at (585) 381-8583

Dave Luca at (585) 288-0318

Rand Warner at (585) 425-8586

MUSEUM CLOSURES:
October 26

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



Billy's Last Train Home

Friends and family of William "Billy" Reid gathered in Medina on Saturday, August 9 to board a special memorial train to Brockport. Billy Reid had recently retired from Genesee Valley Transportation, operators of the Falls Road Railroad between Lockport and Brockport. Alco RS-32 2035 would have the honors, pulling Medina Railroad Museum's leased New York Central stainless steel coaches. The idea for the funeral train came from GVT owner and Chapter member David MonteVerde. According to an article in the August 11 issue of the Batavia *Daily News*, "He had so many friends and everybody liked him," MonteVerde explained, "I just had to do something to honor him."

Chapter member Lynn Heintz of Batavia was aboard, remembering his friend. "He would be the first person to arrive for a work session on Saturdays, and the last one to leave at night." A dedicated museum volunteer, Reid's Crossing is named in his honor. "He always had half a smile on his face, you never know if he was kidding or serious," Heintz said.

Immediate past Chapter president Jeremy Tuke was also riding this day. "This was simply the right thing to do," said Jeremy, "He helped build our railroad." Reid's Crossing is named in honor of Billy's contributions.

The locomotive was draped in traditional black bunting, with a placard reading

TOP: Falls Road ran a special "Memory Train" in honor of Billy Reid, seen here in Billy's hometown of Albion, New York. **ABOVE LEFT:** Earlier in the day, the train was eastbound at Albion. **ABOVE RIGHT:** The special train passing the grain silo at Knowlesville. **PHOTOS BY MIKE ROQUE**

"In Memory of Billy Reid" placed on the front. More than 100 friends and family rode the train to Brockport and back to pay tribute to their friend and remember the good times. During the trip, a moment of silence was observed for Reid, and also for GVT engineer Kevin Kniese who died from leukemia more than a year ago.

William "Billy" Reid died July 15, 2008 at Strong Memorial Hospital following an extended illness. He was born in Albion in 1942, to William and Agnes Reid. Bill was a railroad man most of his life having recently retired from GVT.

—Otto M. Vondrak with thanks to David MonteVerde. Portions quoted from the Batavia *Daily News*.

Board approves engineering study for trolley extension

The Rochester Chapter NRHS Board of Directors voted in June to approve an engineering study to be completed by NYMT's Charlie Lowe that will outline the extension of overhead trolley wire from Scanlon's Curve up to Switch 6, and eventually down to Industry Depot.

Currently, the New York Museum of Transportation is the only operating trolley museum in the state, since its first test runs of 2001. Increasing the length of the ride will increase interest in our joint museum operations, and encourage more visitors and support for our programs. The aggressive construction nearly doubled the length of operable wire by Diesel Days, the current end of wire is at Scanlon's.

Extended electrification to Industry would allow regular trolley service between our two museums, meaning a potential increase in visitors to both facilities and a far more efficient way to transport them. It would also allow for eventual operation of our Rochester Subway Car 60, currently undergoing a multi-year evaluation and reconstruction in the Restoration Building. —omv



TAKE THE TRAIN TO THE TROLLEY... The hard work of volunteers from both RGVRM and NYMT made this scene possible. Trolley 161 from NYMT meets LV 211 from RGVRM at BOCES Crossing at the August Chapter Meeting. Look for expanded service in the years to come. PHOTO BY CHRIS PLAYFORD

Collections audit will help update Chapter records

The Rochester Chapter is the third oldest chapter in the National Railway Historical Society, dating back to 1937. Ever since we held our first meetings in the old New York Central station downtown, we have been actively seeking out artifacts of railroading to preserve. Having no permanent museum of our own until the the early

1980s, storing and displaying these items was difficult at best. With our collection surviving the move from Rochester Central Station to our location on South Avenue, and then to our research library in Webster and now to secure, climate controlled storage, the time has come to account for everything we have and update our records.

The Chapter's Collections Management Committee will be conducting several audits to update our records. The first audit will inventory all Chapter-owned assets currently stored in members homes or elsewhere off-site. Phase one will be to get an updated list of exactly what is out there.

Phase two will be to return these assets to Chapter. The second audit will cover all privately owned items currently located at the Rochester & Genesee Valley Railroad Museum. This includes any tools or miscellaneous equipment.

If you can help us update our records and help us track down missing parts of our collection, please contact John Stewart via email at rgvrr@s363.com or

John Stewart
c/o Rochester Chapter, NRHS
PO Box 23326
Rochester, NY 14692-2366

—John Stewart

Rochester City Council votes to fill old Subway tunnel

Rochester's subway tunnel under Broad Street carried passengers until 1956, and some freight until 1996. Ever since the Subway was abandoned, the tunnel had been mostly dormant. The city, owners of the former Subway tunnel, spent millions to rebuild the Broad Street road surface in the 1970s. The time has come again to repair and rebuild the tunnel.

In July, the Rochester City Council voted to fill in a deteriorating part of that tunnel. Leaders say that structural damage threatens safety on the road above. However, that vote also put a consultant on board to explore the possibility of transforming other portions of the tunnel and putting them to use. The focus will be on the aqueduct spanning the Genesee River. —omv



OAK STREET PORTAL, 1997



Pennsy Pullman PINE FALLS

The faded red passenger car that lived on Track 2 at Industry for so many years has a history that includes serving passengers on first class limiteds and later serving drinks to commuters on Long Island's east end. The car we know as the "Pine Falls" was built in 1939 by Pullman-Standard for use on the Pennsylvania Railroad. It saw regular assignments on first class trains throughout the system. Configured as a Pullman/Lounge, half of the car was built as sleeping car space with 6 double bedrooms, while the other half was configured as a buffet lounge. A small galley kitchen was located amidships, and was capable of producing beverages, sandwiches, and other light meals and snacks. A neat feature in the lounge is a telephone set, which was an early implementation of a radio telephone that allowed passengers to make calls from the train! We are also lucky that most of the furnishings in the lounge car are original, with the exception of one or two pieces we cannot trace or verify.

After providing years of service on the PRR, the "Pine Falls" was purchased by the Long Island Rail Road in October 1968 (interesting to note that the LIRR was a PRR subsidiary until it was purchased by the state in 1966). On Long Island, the car was known as "Poquott," and was pressed into parlor car service on "east end" trains to Montauk and Greenport. According to one web site, it was retired in 1976 and sold to Naparano Iron & Metal in 1977. *[Note: This conflicts with our 1979 retirement date and NYS Liquor License on display in the kitchen, issued to LIRR! —Ed.]* This could have been the end of the line for the Pine Falls...

Conrail engineer Don Jilson purchased the former Pine Falls from Naparano in 1978, and had the car moved to Owego. It was later moved to Flemingville before it was moved up to the Ontario Midland. It sat there for many years before Jilson donated the car to the Rochester Chapter in 1985. It arrived at Industry in 1986, and



TOP: Former Pennsylvania Railroad Pullman/Lounge "Pine Falls" on display Track 2 at Industry. The car arrived at Industry in 1986, after it was donated by Don Jilson. PHOTO BY DAVE SCHEIDERICH
ABOVE: Long Island Rail Road parlor 2063 "Poquott" is on the rear end of the eastbound "Shelter Island Express" at the station platform at Greenport, NY on a hot, hazy, August day in 1971. The "Poquott" served in parlor car service until it was retired in the late 1970s. PHOTO BY DAVE KELLER

has been on display ever since as an example of prewar design.

A number of efforts towards stabilizing the car since its arrival. Several volunteers worked on the electrical system in the car, which allowed us to turn on most of the lights in the lounge and kitchen and some of the lights in the bedrooms. A window air conditioner was installed in the lounge, and the car was used for many Chapter meetings over the years. At various points throughout the years, a general cleansing was attempted to keep the car hospitable. However, the deterioration of the body from the inside proved to be an overwhelming task, and cosmetic restoration efforts stalled. In an effort to rebuild the yard tracks at Industry, it was decided to

move the Pine Falls off Track 2 and up to our Restoration Building (which did not exist when the Pine Falls first arrived!). The car will undergo a careful evaluation for possible future preservation efforts.

—Otto M. Vondrak

AT A GLANCE

Builder: Pullman-Standard

Built: 1939

Road/Number: PRR 8139

"Pine Falls"/LIRR 2063 "Poquott"

Retired: 1976/1979

Acquired: 1986



11



12



13



14

Enjoy these additional photos from our Tenth Annual Diesel Days weekend, August 23-24, 2008. More than 600 people visited our museum! 11. Engineer Ron Amberger in the cab of R&GV 1654, which ran in tandem with our Erie caboose. (HAUF) 12. In a scene straight out of the 1930s, NYMT 161 negotiates the S-curves near BOCES Crossing en route to the transfer point to meet our diesels. (HAUF) 13. Our Erie Caboose backs down into Industry Yard with a full load of visitors. Many of our trains ran at full capacity throughout the weekend. (HAUF) 14. Bob Achilles helps a passenger off of NYMT 161 at the Transfer Point. Bob has been an active volunteer with both organizations for many years now. (HAUF)

Editor's Corner

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Another whirlwind month comes to a close! It was great to be in Rochester again and to help volunteer at Diesel Days this past August. At right is a photo SuperDave took of me delivering the August Semaphore to the NYMT print server during a visit earlier that month. While I didn't mind bringing the hi-res PDF file with me this time, but I gotta tell you, the six-hour commute back to Westchester County is killer!

I always enjoy Diesel Days, and not just because it's an excuse to carry a radio and ride the trains. I like meeting visitors to our museum and showing them everything we have to offer. It's great to hear parents who confess that their young child is "totally into trains" and "We come back here every year" or better yet "We joined up and became members!" Oh, those darn kids!

Our museum is constantly changing and evolving to meet new challenges every day. The rising costs of fuel, the scarcity of funds for restoration work, and a poor economy curtailing everyone's discretionary spending are just some of the issues we face. How can we reinvent ourselves to make the museum more attractive, not only to prospective visitors but to our own membership as well?

We have a diverse collection of equipment, most of which has some tie to the greater Rochester area. Perhaps it is time we move forward on using our collection to better tell the story of railroad history in our area. We are partnered with the NYMT, currently operating the only trolley ride in the state. Perhaps there are more opportunities to work together and develop interesting new visitor experiences.



PHOTO BY DAVE SCHEIDERICH

Finally, I just want to thank everyone for the very kind words of encouragement regarding *The Semaphore*. I appreciate your feedback, positive or not!

—Otto M. Vondrak

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.

Chapter Meeting:

September 18

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Next Chapter Meeting:

October 16

7:00 PM at The 40&8 Club

933 University Ave., Rochester

Off the Train Wire

—Compiled by Rand Warner

TRACK CARS: Our TC-3 track motorcar received special attention from “Doctor” Mader. The work was performed in comfort of our Restoration Building. The car will be returned to NYMT by the time you read this.

MILK CAN MADMAN: Lynn Heintz continues to paint more of our vintage milk cans, restoring them to their in-service appearance with a coat of clean finish. Expect to see them around the museum, in the depot waiting room, and on display up at NYMT as well. They will also show up in our Erie milk car when it goes on display as part of our end-to-end milk depiction of milk delivery by rail.

WEEDWHACKER WARRIORS: Dale Hartnett, Dave Luca, Dan Waterstraat, Dave Peet, Chris Hauf and others have

been battling the weeks with our hand-held and walk-behind machines. This year has been very challenging because of the weather pattern of extensive rain followed by hot sun. Thanks for keeping Mother Nature from taking over our grounds!

NORTHWEST QUADRANT ACCESS:

Dan Waterstraat and Scott Gleason have put in the second road ramp leading from the LA&L right of way westward and down to our new permitted land area. This second ramp will be a big help in relocating construction equipment to permit building the new siding that will house our excursion cars.

B&O TURNTABLE: Dan Waterstraat is painting and preserving our historic turntable that was once located at the B&O (former BR&P) Lincoln Park shops in downtown Rochester. You can readily see the improvement. He will be placing an identifying placard on the turntable, similar to what we have on our other equipment displays.

PINE FALLS RELOCATION: A rebuilt brake valve was installed and tested on our

PRR “Pine Falls” Pullman/Lounge in preparation for moving the car off Track 2 and up to the yard north of the restoration building. Upon installation of the rebuilt valve, everything checked out OK for the move. Rides in the “Pine Falls” were a big hit during the Chapter Picnic. The car should be relocated by the time you read this. Thanks to Dave Luca, Luther Brefo, Dave Scheiderich and others who assisted.

HI-RAIL DUMP TRUCK: Bob Mader, Pete Gores and Rand Warner have essentially completed all work on the Ford hi-rail truck. By the time you read this, the unit will be moved back to R&GVRMM, ready to be put to work. It would be very useful if we could find the rail rack that originally came with the unit. The rack fits the back of the truck’s dump bed, which was removed during the rebuilding process—can you help us find it? The truck also sports a hydraulic boom crane. *[This crane was used extensively in 2000 and 2001 by the RIT gang to relocate rail piles—Ed.]*

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