

NEXT MEETING:
September 16
*Deborah Najarro from the
 Finger Lakes Railway*



(ALMOST) READY FOR MY CLOSE-UP: RG&E 1941 poses outside the restoration building on a dark August night. This photo was taken during the night time photo shoot after the August chapter meeting. Recent progress includes the installation of radiator louvers, headlights, and a polished bronze bell. It is hoped that reassembly can be completed this winter, and this project will finally leave the shop! PHOTO BY JOE NUGENT

Diesel Days Review

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Thanks to the help of countless volunteers, another successful Diesel Days is now behind us! Threatening weather had an effect on attendance, though we operated throughout the weekend without incident.

While preparations for Diesel Days usually start right after the previous one ends, it's usually the weeks leading up to the event that see the most visible activity. Track work was completed in July to replace worn timbers in Switch 6, increasing its reliability. The Motive Power Department continued work on RG&E 1941 in anticipation of making its first test run in more than 15 years. While complet-

ing this project, routine maintenance was scheduled on USA 1843, LV 211, and R&GV 1654 to ensure their availability as our primary motive power.

This year, your faithful Editor decided to volunteer as Event Coordinator to help organize who would be helping on what days. Since I still live in suburban New York, most of the coordinating took place through email. I made the drive up to Rochester after work on August 19, arriving well after our last Chapter meeting of the summer had wrapped up for the evening. On Friday morning, I headed to the Amtrak *(Continued on page 7)*



www.rochnrhs.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

UPCOMING MUSEUM EVENTS

There's an exciting calendar of events planned for the Rochester & Genesee Valley Railroad Museum's joint operations this season. Tell your friends! For a complete listing and details, visit www.rgvrrm.org.

FALL FOLIAGE BY TROLLEY AND TRAIN:

Enjoy the beauty of autumn in western New York State from the window of an 80-year-old trolley car every Sunday in October. A diesel train will meet the trolley each day for the continuation to the Rochester & Genesee Valley Railroad Museum. Trolleys depart every half-hour starting at 11:30!

LIBRARY COMMITTEE

Your Chapter Library will be open for use on October 4 at 6:30 pm. The Chapter Library will be moving this month to a much bigger room next to our present room now. We are currently seeking donations of strong, sturdy book cases to support our ever-growing collection of materials. Please contact Bob Fleck at rcfleck@rochester.rr.com or (585) 338-7205 for details.

UPCOMING CHAPTER PROGRAMS

We have many interesting and varied programs scheduled throughout the year as part of our monthly membership meetings. If you are interested in giving a presentation on any railroad subject at an upcoming chapter meeting, please contact Harold Russell at haroldrussell@juno.com.

September 16: Deborah Najarro from the Finger Lakes Railway will make an informative presentation to the Chapter. Her involvement with the railroad started in 2005 as a marketing coordinator to develop new events for the FGLK's passenger excursions. In 2006 she became the full-time Manager of Passenger Services. In 2009 her role was expanded to Director of Government Communication and Community Relations which includes Public and Media Relations. Today, Najarro is also a member of the NYS Operation Lifesaver Board of Directors and a FGLK representative for the Railroads of New York rail freight industry advocacy group.

• • VISIT WWW.RGVRRM.ORG • •



Rochester & Southern northbound freight approaches the station at Mumford, New York on the former Baltimore & Ohio (Buffalo, Rochester & Pittsburgh) on August 23, 2010. PHOTO BY BRIAN SCHMIDT

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$57.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
October 21
40 & 8 Club, Rochester NY



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

Our vintage diesel locomotive fleet performed admirably during our 2010 Diesel Days event. Lehigh Valley 211 and R&GV 1654 were our primary engines, with USA 1843 on emergency standby. RG&E 1941 performed its first test run on Friday, August 20 as it rolled out of the shop and down Track 6 for the first time in many years. Some electrical issues prevented a more thorough test run, but these were soon corrected. It is our goal to complete the assembly of 1941 by this winter, completing this locomotive's exhaustive multi-year rebuild!

A reminder that the Motive Power Department meets every first Saturday inside Industry Depot at 9:30am. Anyone is welcome to join us if you have questions about our work or want to get involved!

—Joe Nugent

Motive Power Superintendent

CHAPTER SPONSORED AMTRAK TRIPS

Pre-Christmas Trip (Thu. Dec. 2-Sat. Dec. 4): Take Amtrak to New York City for a weekend of shopping, dining and Broadway shows. Includes tickets to the Christmas Show at Radio City Music Hall.

Anyone who has NOT traveled with us before will have to send us a \$75.00 per person advanced deposit on the 2-night trip NYC trip and \$100.00 on the 3-night trip to New York City in order to hold space. A \$50.00 advanced deposit is required for



TOP: Joe Nugent applies temporary markings on the side of RG&E 1941. This would help to identify the locomotive during test runs and regular runs before the final coats of paint are applied. PHOTO BY RON AMBERGER **ABOVE:** RG&E 1941 runs out to Switch 6 for a test run on Friday, August 20. An issue was discovered with the voltage regulator, so the locomotive was returned to the shop for further service. Jim Johnson and Dick Holbert resolved the voltage regulator issue on the following weekend. PHOTO BY JOE NUGENT

our fall foliage trip. If you are interested in any of these trips please telephone us at (585) 377-5389. Please be aware that most of our trips sell out quickly so if you are interested, please call right away to avoid disappointment.

—Jim & Dianne East,
Chapter Tour Guides

THANK YOU, DAVE LUCA

Due to an increasing personal work load, Chapter President Dave Luca has resigned his position effective immediately. Dave has been a member of the Board in various capacities for more than 20 years, and we wish to thank him for his numerous valuable contributions. Vice President Dave



MUSEUM NEWS

Scheiderich will temporarily assume his duties until the Board makes an appointment to fill the vacancy.

NEW NAME, SAME GOALS

The Rochester Chapter has the distinction of being the third oldest chapter in the NRHS, chartered in 1937. Since that time, our activities have evolved from merely social to active preservation through a number of projects, including our museum. Earlier this year the board voted to petition the New York State Education Department to amend our charter to change our legal name to something that better reflects who we are and what we do. After several months of working with the NYSED, it was determined that the best approach would be to change our name to the "Rochester & Genesee Valley Railroad Museum." On July 19, the Board of Regents approved our request and a new Charter was granted.

This does not change our affiliation with the National Railway Historical Society. Essentially, we are now a museum that is *also* a chapter, as opposed to a chapter that has a museum. The Board sees this name change as an important step forward in regards to how we relate to the general public. There will be more announcements in the coming months as we transition into our new identity. Please stay tuned. If you have any questions, please feel free to contact Project Chair John Stewart, at rgvrr@s363.com.



TOP: The newly rebuilt fuel pump/governor is installed on the #2 engine of RG&E 1941. A few more adjustments and the mechanical work will be done! **MIDDLE:** Peter Gores works to cut out one of the stuck pedestal liners on Lehigh Valley 211. The old liners have rusted into place over the years. New liners will be installed and will allow for vertical movement of the axle within the truck. **BOTTOM:** Blue clothing helps camouflage the people who work on the Trackmobile, right? Dave Scheiderich and Jeremy Tuke look over T-2. Jeremy topped off the antifreeze and made a few test runs later in the day. **PHOTOS BY JOE NUGENT**



MUSEUM NEWS



DIESEL DAYS AUGUST 21-22 2010

The decision to move the temporary Transfer Point north to BOCES Crossing required a bit of prep work to be completed on Friday, August 20. TOP LEFT AND ABOVE: Dave Scheiderich, Brian Schmidt (visiting from Napoleon, Ohio), Chad Timothy, and Mike Dow spread straw to prevent the freshly moved dirt from turning into mud. PHOTOS BY OTTO VONDRAK RIGHT: LV 211 in the evening sun. MIDDLE RIGHT: Luther Brefo runs 211 up to Switch 6 to fetch USA 1843. TOP RIGHT: Otto Vondrak removes the caps from LV 211. PHOTOS BY BRIAN SCHMIDT





MUSEUM NEWS



DIESEL AUGUST 21-22 2010 DAYS

The threat of rain may have kept some of our regular visitors way on Saturday, August 21, but we still enjoyed running a full schedule of trains for the public. **TOP:** Trolley 168 arrives from New York Museum of Transportation at the temporary Transfer Point located near BOCES Crossing. Our NYC crossing shanty restored by the Marks family was temporarily relocated to BOCES Crossing for the weekend, a pleasant surprise for our visitors! **ABOVE MIDDLE:** RGV 1654 and the Erie caboose depart Industry and head up the Hill Block. **ABOVE RIGHT:** LV 211 and the Penn Central caboose depart the Transfer Point for the run to Industry depot. **RIGHT:** RGV 1654 arrives at the Transfer Point with the Erie caboose in tow. **PHOTOS BY BRIAN SCHMIDT**



MUSEUM NEWS



DIESEL DAYS AUGUST 21-22 2010

TOP LEFT: The Sunday morning volunteer briefing took place inside Industry depot as we dodged the raindrops. **PHOTO BY CHRISTOPHER PLAYFORD** **TOP RIGHT:** The approaching RGV 1654 as seen through the motorman's window of NYMT car 168 at the temporary Transfer Point. **MIDDLE LEFT:** Museum volunteers Mike Smith, Otto Vondrak, and Steve Huse take a break in between runs at Industry Depot. **MIDDLE RIGHT:** Museum visitors wait for the next train at Industry Depot. **LEFT:** The view at Industry as LV 211 prepares to depart. **PHOTOS BY BRIAN SCHMIDT**



MUSEUM NEWS



DIESEL AUGUST 21-22 2010 DAYS

TOP LEFT: Our former New York Central crossing shanty, expertly rebuilt by the Marks family, was moved to temporary a temporary display area at BOCES Crossing. TOP RIGHT: Visitors leave the trolley to board waiting diesels at the Transfer Point. ABOVE LEFT: RGV 1654 and the Erie caboose board their passengers at the Transfer Point. ABOVE RIGHT: LV 211 descends the Hill Block into Industry during a Sunday morning rain shower. RIGHT: Despite the light rain on Sunday morning, Dave Peet observes two visitors enthusiastically recording the arrival of LV 211 at Industry! PHOTO BY CHRISTOPHER PLAYFORD





PROGRESS IN COACH 2567: More progress has been made on the interior restoration of ex-New York Central Empire State Express coach #2567. Chris Hauf and his painting crew has been busy over the last few weeks. On September 7, the east side new lower wall was primed in preparation for finish painting. PHOTO BY CHRIS HAUF



FALL FOLIAGE BY TROLLEY AND TRAIN: Enjoy the beauty of autumn in western New York State from the window of an 80-year-old trolley car every Sunday in October. A diesel train will meet the trolley each day for the continuation to the Rochester & Genesee Valley Railroad Museum. Trolleys depart every half-hour starting at 11:30!

IN MEMORIAM

It is with deep regret that we announce the passing of John Remelt, owner of Remelt's Tree Farm, passed away during the first week of August. John Remelt has been a good neighbor of the NYMT for many years, and enjoyed the "Holly Trolley" operation that made stops at his farm during the holiday season. Expressions of sympathy can be sent to: The Remelt Family, 6161 E. River Rd., West Henrietta, NY, 14586.

Lehigh Valley Engineer Retires After 51 Years

When Tom Doran of Auburn stepped down for the last time from switch engine 1151 of the Lehigh Valley on Saturday at the Auburn roundhouse, he completed 51 years of railroading with the company. Friends of long standing shook his hand and extended congratulations.

Tom observed his 68th birthday last Christmas. He began his railroad career in 1886 when he was only 18 years old. He first worked as a section hand at 90 cents a day for a 12-hour day.

From that beginning he later became a brakeman, then a fireman, and finally an engineer in 1903. In the nearly 35 years he worked as an engineer he operated all kinds of engines used by the railroad on the Auburn

Branch of the Buffalo Division and worked all kinds of runs.

For the last two years he worked as a yard engineer in Auburn after being in both freight and passenger service on the long runs between Auburn and Sayre, Pa., and Fair Haven.

The longest stretch he worked without rest, he reflected, was during his younger days when rules were different than they are now. He put in 48 hours at one stretch with Daniel J. Silk, now an engineer, as his fireman. After they completed their regular run, they "doubled back" to Sayre and return to pick up cattle, and were in service two whole days before they finished that trick.

On many occasions in winter months, Doran bucked snowdrifts on

the Sayre route and often put in 18 hours back of snowplows — yet never complained. He has seen many changes come over railroading in the years he has been "on the job." Most remarkable is the fact he never was involved in an accident of any kind. He is the same physically, as when he entered service.

—*Courtesy Richard Palmer*



LAST TRAIN ON THE LEHIGH VALLEY: A steam powered freight train waits in the siding for our single gas-electric car to clear Union Springs, New York on August 31, 1948. The occasion is the last run of Train #302 between Auburn and Ithaca along the shores of Cayuga Lake. PHOTO COURTESY RICHARD PALMER

★ ★ HELP WANTED ★ ★

Your Museum Needs You to be a Depot Tour Guide

We need your help to keep our museum open to the public. Without tour guides, our visitors will arrive at a closed depot, without opportunity to visit our exhibits. Please take a moment to review this schedule and see if you can contribute a couple of hours. We need at least two people to cover each day, but extra help is always appreciated. Please contact Mike Root at mikeroot@clearwire.net.

2010 R&GV Crew Call

Increased train operations demands more train crews. We are the only operating railroad museum in New York State! We need your help to keep the trains rolling for our visitors. You are invited to sign up for the train crew opportunities listed below. For more details or to sign up for the Operations Department e-mail list, please contact Mike Dow at operations@rgvrrm.org.

(from page 1) station to meet my friend Brian Schmidt off the *Lake Shore Limited*. Brian heard that we could use some extra help, and wanted to check out our museum, so he made the trek all the way from Ohio. We put him to work right away!

It was decided to move the transfer point almost a half-mile north to BOCES Crossing to give the visitors a longer experience with the diesels. NYMT agreed to the temporary arrangement, contingent that there was a safe way for our visitors to make the transfer from trolley to diesel.

We had some concerns about level ground alongside the tracks in those areas, so we decided we would relocate some materials to make room. With the help of Mike Dow and Chad Timothy as equipment operators, short work was made of the area. While we had given our visitors more room to walk, we were concerned that the fresh dirt would quickly turn to mud if the threat of rain turned real. Fortunately we were able to pick up several bales of straw from nearby Gro-Moore Farms that we spread around the site to make it presentable.

Once we were satisfied with the progress at the Transfer Point, we turned our attention to Industry. The display cars were swept out and made ready for our visitors. Our Erie and Penn Central cabooses were

cleaned out as well.

Late in the afternoon, a train crew was assembled for a safety briefing in preparation for using LV 211 to do some switching and bring down USA 1843 from the Upper Yard. As the sun was setting, the switch crew was finishing up their work above Switch 6. Joe Nugent called from the Restoration Building to find out if there was a chance Track 8 could be cleared to allow RG&E 1941 its first test run. LV 211 obliged and tied on to the long string of coaches to clear a path for the 45-tonner. A little after sunset on Friday, August 20, RG&E 1941 made its first careful run out of the Restoration Building! A minor electrical problem halted further progress, so it was decided that it would be best to put her away for the evening. Needless to say, it was very exciting to see the old girl out and about! *It won't be long now...*

Saturday morning dawned gray as we had our volunteer's briefing outside the depot. Our friend Kermit Geary from Sperry made the drive up from Allentown, Pennsylvania to help lend us a hand as he has in years past. Many of our regular members came out to help staff trains and offer depot tours. Special thanks goes out to Dale Hartnett who helped dispatch trains from inside Industry Depot while the rest of us were outside enjoying the event!

"DONATE A TON"

We have been working very hard on the construction of a new siding west of the Livonia, Avon & Lakeville. The goal is to use this siding for the storage our passenger car set, which requires the construction of a 600-foot siding. We are starting a new fundraiser called Donate-A-Ton! For every \$20.00 you donate, the museum can buy one of the three hundred tons of ballast we need. Where else can you donate \$20 and know you have purchased a TON of material? **Please visit rgvrrm.org/support for more info.**

The rain stayed away though the skies remained overcast throughout the day. The amount of visitors remained steady, though was less than years past. All trains operated without incident, and we kept to the schedule to make sure no one was left waiting for their connection.

The weather was not so cooperative on Sunday morning, and that day's briefing was held inside the depot to dodge the rain. Operations continued as normal, with the rain ending as the first trains left the Transfer Point. The reduced number of visitors was apparent, but everyone I talked to was enthusiastic about their visit. I spoke to many people who discovered us for the first time and vowed to return.

Our total attendance for the weekend was 437, down 20 from the previous year, despite a prominent mention in the D&C's weekend section and other promotions. While we will look into ways we can increase attendance, everyone should be extremely proud of a job well done. All train crews, car hosts, Transfer Point attendants, depot guides, concession stand hawkers and everyone else who helped out deserve our heartfelt thanks and appreciation!

Now it is time to turn to the next challenges faced by our organization as we close out the season. See you trackside!

—Otto M. Vondrak, Editor

THE SEMAPHORE

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Chapter Meeting:
September 16
7:30 PM at The 40&8 Club
933 University Ave., Rochester

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BLAST FROM THE PAST: New York Central's Center Park station was located near the corner of Allen and North Plymouth Avenue in Rochester, and served the west side of downtown. Anyone have more details on the service life of this interesting local station? Much of this area alongside the railroad is now occupied by the Inner Loop. PHOTO COLLECTION OF JOHN STEWART