



LOOKING DOWN THE TRACK: We tallied the highest visitor totals ever in 2010, thanks in part to the attraction of New York Museum of Transportation's trolley operation bringing in more guests. The leadership of both museums will be working on ways to encourage even more visits for 2011. Thank you to everyone who made a safe and successful 2010 possible! Let's build on these successes in 2011! PHOTO BY CHRIS PLAYFORD

Looking Forward

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Can you believe its already the middle of January? In only four months, we will be opening our doors once more to the public in the middle of May. This past year we had nearly five and half thousand visitors during the operating season! (About a 10% increase from 2009.) First of all, I'd like to thank everyone who helped out with that; docents, crew and others behind the scene that made it possible. It was a lot of work, and I know at times we had problems, but I think we came through with flying colors.

The opening of our doors to the public is possibly the most important aspect of our group. It allows us to show-case our equipment, artifacts and knowledge to the general public. As covered in past months, we

have changed our name to better center our focus on the museum. It is vitally important to us that we continue to operate the museum; it helps fulfill our charter, and provides income to offset our various expenses. As such, we need to increase our visitorship. We have had several years of continued growth, and we need to ensure the trend continues.

So, how can you help? As the season will be soon upon us, have you considered getting involved with the museum? Sure, theres a lot of back breaking projects out there we need help with, but we also need help "behind the scenes" as well. Get involved with train, track-car and trolley service; share (Continued on page 7)



www.rgvrrm.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM

LIBRARY COMMITTEE

The Chapter Library has moved to a much bigger room at the 40 and 8 Club, where we have our monthly meetings. We are currently seeking donations of strong, sturdy book cases to support our collection of materials. Any volunteer help is appreciated. Please contact Bob Fleck by email at rcfleck@rochester.rr.com or (585) 338-7205.

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.

January 20, 2011: Railroads of Livingston County, presented by Douglas Morgan.

February 17, 2011 - Ted Miller will offer a presentation on the San Louis Valley & Rio Grande and the Cumbres & Toltec, sure to delight any fan of classic western railroading.

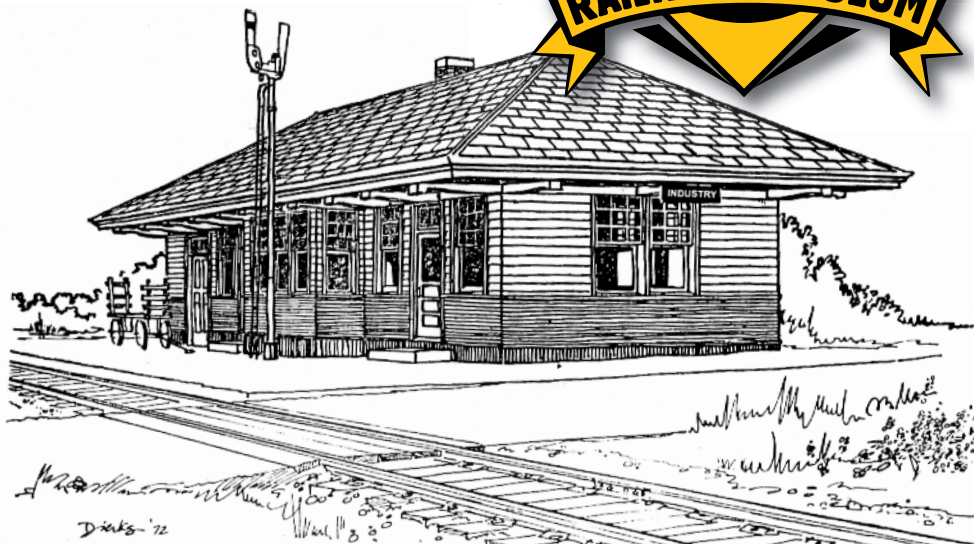
March 17, 2011 - A tour of contemporary Dakota, Minnesota, and Wisconsin railroading in winter and summer, presented by Irene Szabo.

April 21, 2011 - The Baltimore & Ohio operated a coal dock on Lake Ontario in Charlotte until 1970, an operation they inherited when they took over the Buffalo, Rochester & Pittsburgh Railway in 1932. Tom Brewer explains this fascinating part of Rochester's railroad history.

May 19, 2011 - Members' Slide Night and Chapter Elections. Bring a tray of slides or digital images on a disc to present! The more the merrier!

June 16; July 21; August 18, 2011 - Enjoy our museum railroad. Summertime meetings at Industry depot resume. Brief business meeting followed by train rides. Bring a friend!

VISIT WWW.RGVRRM.ORG



JOIN R&GVRRM CHAPTER NRHS

Annual Dues: \$57.00

Rochester Chapter NRHS

P.O. Box 23326

Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:

February 17

40 & 8 Club, Rochester NY



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

Your museum and the volunteer efforts of the Motive Power Department were highlighted in the January issue of *Railfan & Railroad* magazine. In a brief article titled, "45 Tons of Fun," Joe Nugent explained some of the challenges in reassembling RG&E 1941 and getting her ready for active service as its multi-year rebuild and restoration draws to a close. The article was a great boost for our museum, drawing attention to our own volunteer efforts, but also shedding some light on a side of preservation that the general public might not readily consider. As a result of publication, we were contacted by folks at SEPTA (operator of Philadelphia-area transit and



R&GVRRM and NYMT member Carlos Mercado has the controls of car #161 during the NYMT's successful 2010 "Holly Trolley" rides while NYMT member Jay Consadine has the attention of a Scout troop out for a group tour. It is important to remember that our volunteers are what truly make our museums special. Once told by one visitor on a Sunday, "This place is better than Steamtown!" A long time fan and visitor of Steamtown, I asked her "Why?" Her response was simple: "Because you paid attention to me!" Thanks to all those who donated their time to both groups in 2010! Here is to a great 2011 season!

PHOTOS BY CHRIS HAUF

commuter lines) who shared valuable information about their own 45-tonner (a 1940-built model). Did you miss the January issue? Back issues are available from Carstens at www.railfan.com or call (888) 526-5365.

RG&E 1941: Ron Amberger and Joe Nugent have begun work on RG&E 1941's throttle system. The system had been modified over the years and did not control each engine equally. The throttle handle and associated linkages are being returned



MAN THE TORPEDOS: The new air reservoirs for ex-Rochester Gas & Electric GE 110-tonner #8 sit on Pete Gores' trailer just having been delivered by Pete to the museum after being trucked up to a local warehouse thanks to the efforts of Jeremy Tuke. The new reservoirs built by Stoystown Tank were almost entirely funded from grants from the Amherst Railway Society and the NRHS. The R&GVRRM's Motive Power team hopes to see them installed in the spring or summer of 2011. PHOTO BY CHRIS HAUF

to their original configuration. Once complete, the governors can be adjusted to provide equal engine loading. The majority of mechanical work is complete on this locomotive. Exterior and interior paint will be applied in the spring. RG&E 1941 will be back in service before her 70th birthday in August of this year!

RG&E 8: The new air reservoirs have arrived for RG&E 8. They were fabricated by Stoystown Tank in Stoystown, PA. The reservoirs will be mounted in the spring. We also hope to have the remainder of the mechanical work done on this locomotive by this summer. This work includes traction motor brush installation, air brake valve installation, battery installation, interior cab repairs and general clean-up.

LV 211: Our RS3m is currently out of service for the winter months. The rear sandboxes have been sent out for repairs and will be reinstalled when they return in

the spring. Your motive power department will also continue working on the stuck pedestal liner.

R&GV 1654: Our GE 80-ton switcher is in active service during these winter months. We hope to repair the sanders on this locomotive sometime this spring. This will make climbing the hill out of Industry yard much easier!

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

SHOP FLOOR UPDATE

We have a rock solid start to 2011! After having to wait out all of December for the new shop floor to cure, the floor is now in service at the start of this new year. The

first project in the shop is the museum's Case backhoe in for some routine maintenance and repairs including a repaired front tire. After the backhoe, the Trojan loader and the Army pickups will see shop time to get repaired and ready for the spring and summer. The new floor certainly makes it much easier to work on our all of our equipment, and we would welcome more hands to help make the equipment repairs and maintenance happen.

We are also starting to make improvements and additions to the section of floor to the east of Track #7 between the east wall and the track. We have a large rolling toolbox coming in soon which will finally allow us to organize and house more of our hand tools. The Board has authorized the funds to purchase a large shop air compressor with drier which will give us plenty of clean, dry air for the shop; taking the pressure off of our smaller compressors.



FOUR ON THE FLOOR: After having to wait out all of December for the new shop floor to cure, the floor is now in service at the start of this new year. The first project in the shop is the museum's Case backhoe in for some routine maintenance and repairs including a repaired front tire. The new floor certainly makes it much easier to work on our all of our equipment, and we would welcome more hands to help make the equipment repairs and maintenance happen. PHOTO BY CHRIS HAUF

Funds have also been authorized to purchase a large media blast cabinet which will greatly simplify the cleaning of painted or rusted parts.

Finally, the floor team is working on plans for more concrete install this year including our pit. We hope to have finalized things by early spring so we can begin to make the rest of the floor a reality in 2011. We are going to need to raise more funds to make the floor completion in 2011 a reality so you will soon be receiving more information on our "Pour the Floor" fundraiser. Along with additional funds, we are looking for some professional engineering help to look at some possible changes to our current pit plans. If you can help or if you have any questions, please contact Project Manager, Chris Hauf (crhauf@frontiernet.net). And if you have not, please come on out and see how 2011 is getting off to a rock solid start!

RULES CLASS 2011

Thanks to all of our crews at NYMT and R&RVRRM the 2010 operating season was a record year with some 5,500 people through our doors. In 2011 we hope to increase those numbers even more. To do this we need your help.

We are going to be hosting the first of our rules classes for this year at the end of February (watch for announcement of classroom dates). All our operating personnel will need to complete at least the rules part of the class. For those who want to become or remain engineers, fireman, or conductors they will have to complete the air brake and train handling class.

We cannot stress enough how much we need your help. Without train crews, there is no train operation. Although the process of becoming an engineer or conductor does take some time, it's never too early to start. As our numbers grow we will need more

crews in the future, so if it's something you have always wanted to do, the classroom is where to start. We will do everything in our power to help you succeed!

A few people have asked why we demand such a rigorous classroom and hands-on training schedule from our volunteers. In short, we owe it to our visitors and each other to create the safest environment possible when operating our railroad. These are real machines that demand our respect, and with proper training, we ensure safe operation while we enjoy operating our private railroad.

There are many opportunities available if you want to get involved in train operations at the museum. Not sure where to start? Ask us and we'll find something that matches your interests. Here's to a safe and successful 2011 museum season!

—Mike Dow
Operations Dept. Superintendent

NYMT TICKET DESK AND GIFT SHOP

A great opportunity to help our museums awaits at the gift shop housed at NYMT. This is the important "first impression" our visitors get of our joint operation. A friendly welcome leads the visitors to the ticket desk where the admission is paid and a full explanation of the features of their visit are explained. The ticket desk person records sales there and announces trolley departures on a timely basis.

Meanwhile, a second volunteer holds forth at the gift shop counter, ready to help our visitors select a toy, book, etc. as a sou-

venir of their visit. The profit from the gift shop feeds our "Joint Enhancement Fund" which is so important in keeping our rail line and other aspects of the joint operation safe and smooth. Sales here range from a candy bar to an expensive hard-cover book, with lots of train whistles, engineer caps, erasers, key chains and model trains in between.

There's a modest training program that Jim Dierks can provide to interested candidates. Although it isn't rocket science, we need people who enjoy relating to the public and who can keep their figures straight.

At the end of the day, both volunteers work with the Officer of the Day to review their sales and square things with the cash drawers. The end of the day also brings a feeling of satisfaction that is priceless... Having served our visitors and left them with good feelings about us that they'll share with friends. Not to mention, you've also played an important role in the operation that brings in the money that is so critical to our continued growth.

Please give Jim a call at (585) 473-5508. He'll take it from there. Thanks, and see you in the gift shop! —NYMT

CANANDAIGUA DAILY MESSENGER • APRIL 3, 1950

Lehigh Valley Railroad Petitions PSC to Close Stanley Freight Depot; Commission Will Hold Hearings

BY CONRAD C. MUEHE

STANLEY - Another step in the process of "wiping Stanley off the railroad map" is indicated by the posting of notices by the Public Service Commission of a hearing to be held April 11 at the Monroe County Courthouse at Rochester to act on the petition of the Lehigh Valley Railroad to discontinue its freight station at Stanley. Exception is made for carload shipments, both inbound and outbound.

This once thriving railroad center boasted a dozen passenger trains stopping

at its station besides numerous freight trains. It was the junction for east and west travel via the Northern Central branch of the Pennsylvania and the north and south traffic of the Naples branch of the Lehigh Valley Railroad. The Sodus Point branch serving Newark and Sodus also had its terminal at Stanley. Most of the families of the village depended upon the railroad for employment.

But with the development of highways and truck travel, railroad activities have been gradually curtailed until now only

two passenger trains run, and the freight business is largely limited to the coal shipments to Canada via the Soldus branch.

The Lehigh station was torn down about 15 years ago, and the freight business transacted from the Pennsylvania station.

If the petition of the railroad is granted, Stanley people getting less-than-carload lots of freight will have to deal through Gorham, where the Lehigh still maintains a station and station master.

—*Courtesy Richard Palmer*

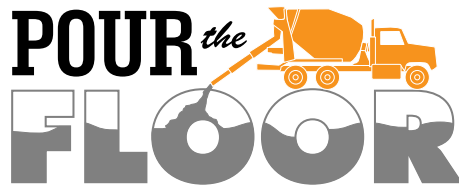


BLAST FROM THE PAST: Rochester Chapter's Fall Foliage Express approaches Newark, NY on the Ontario Midland Railway. The former VIA FPA4 was brought down to the OMID by Alco expert George Hockaday. The unit was painted in a paint scheme reminiscent of the Delaware & Hudson's Alco PA's, and were used on several of our fall foliage trips in the 1990s. The unit was sold to Ohio's Cuyahoga Scenic Railroad in 1994, and our ex-New York Central coaches were moved to Industry in 2007. PHOTO BY CHRIS HAUF

Looking Forward

CONT FROM PAGE 1

(from page 1) your love of trains as a docent; or even help out at the Ticket Desk at the NYMT. Volunteering for any or all of these jobs will help us continue to grow and flourish. Make it part of your New Years resolutions. See Mike Dow's note about rules classes, or Jim Dierks' note about helping at the NYMT gift shop. Here's looking forward to a great and successful 2011 for our museum and our members! — Dave Scheiderich, President



Watch for an announcement
of our latest fundraising
campaign, starting in 2011...

"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.

Visit us online: www.rgvrrm.org

We need Depot Guides for 2011

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. Not sure what to do? Don't worry, we will teach you everything you need to know! For more info, please contact Mike Root at mikeroot@clearwire.net.

Museum opening day is May 15

Editor's Corner

email: ovondrak@yahoo.com

telephone: 585.820.2341

Been quite a while since we had one of these, eh? Well, I hope to make the Editor's Corner a regular feature again for 2011 (please save your cheers/boos for the end). I'd like to start this revived column with a bit of news. I have left the ad agency I worked for these last three years to work for Carstens Publications full time! Not only will I come on board as a graphic designer and webmaster, but I will be joining the staff of Railfan & Railroad magazine as Associate Editor. For the time being, I'll be working from my home in suburban New York, occasionally visiting headquarters in Newton, New Jersey.

Unfortunately, at the same time I started, the railfan community lost a good friend. Founding editor Jim Boyd passed away on December 31 from complications due to his challenging health. While Jim retired from Railfan & Railroad in 1998, his influence in the hobby continued to be far-reaching. While we are sad to have lost a friend, Jim has left behind a rich legacy of research and publication, not to mention a new generation of photographers and authors that benefited from his years of encouragement.

—Otto M. Vondrak
Editor, *The Semaphore*



2009 PHOTO BY OTTO M. VONDRACK

MATERIALS SUBMISSIONS: We welcome your contributions to The Semaphore! Any materials related to the activities of 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.



THE SEMAPHORE

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM
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Chapter Meeting:

January 20

7:30 PM at The 40&8 Club

933 University Ave., Rochester

Next Chapter Meeting:

February 17

7:30 PM at The 40&8 Club

933 University Ave., Rochester



CAN'T TELL THE PLAYERS WITHOUT A SCORECARD: On January 29, 2010, Pan Am Railways train MOED (Mohawk Yard-East Deerfield) rounds the bend at North Pownal, Vermont, with a sizable train of general merchandise in tow. The mainline is the former Boston & Maine, the locomotives are painted for Guilford Rail System, and this section of now operated by the new Pan Am Southern partnership with Norfolk Southern. This photo was snapped while on the way out to Springfield, Mass. for the Railroad Hobby Show at the "Big E" (this year held January 29-30). PHOTO BY DAVID SCHEIDERICH