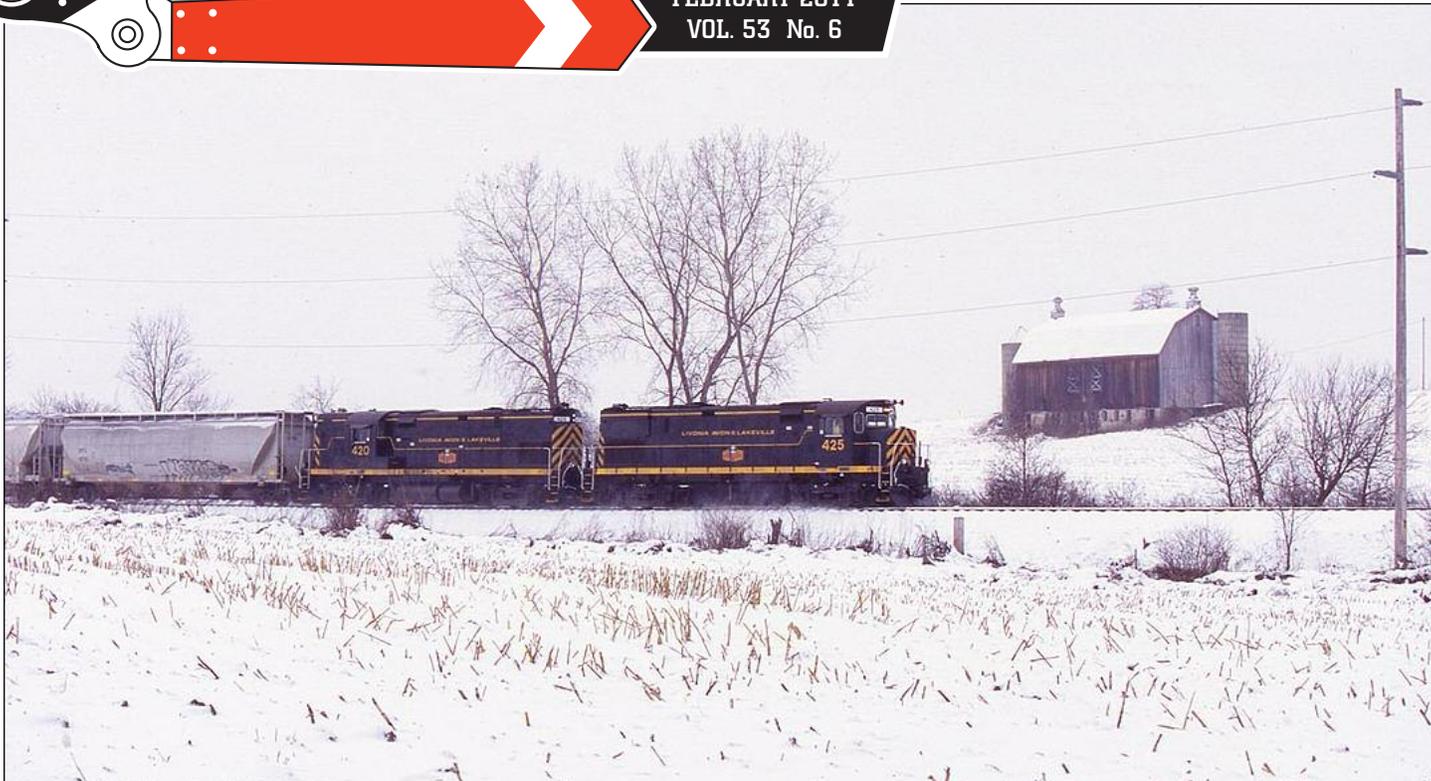


**NEXT MEETING:**  
**February 17**  
*San Louis Valley & Rio Grande  
 and the Cumbres & Toltec Scenic*  
*presented by Ted Miller*



**NO FLAG STOP TODAY:** A Livonia, Avon & Lakeville freight train led by 425 and 420 rolls past the old barn at Golah on December 6, 2010. Recent upgrades to the tracks make this 40 mph running, a far cry from the earlier 10 and 25 mph railroad they inherited from Conrail. Back in the Erie Railroad days, Golah was a flag stop for passenger trains traveling between Rochester and Avon. PHOTO BY OTTO M. VONDRAK

# Ready for Spring?

## **INSIDE**

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As we find ourselves in the grip of winter weather, some of us are already thinking of spring. Warmer weather, (usually) less snow, and getting ready to open the museum for the 2011 season. Hard to believe that in only three short months we will be welcoming guests to the museum once more! Your museum officers and trustees have been making plans to make sure we are ready.

We will continue to upgrade and maintain our mainline, including the upgrade and repair of Switches 4, 5 and 6. Work will resume on the West Siding, including grading and stone work. Once this trackwork is completed, our former New York Central stainless steel coaches will be

move to the new siding. This will free up some much needed space around the Restoration Shop.

Speaking of our coaches, work continues inside and outside of the shop as we prepare to return these cars to service. Your museum officers and trustees are looking into several options on this front.

We will also be giving Industry depot some attention, cleaning the historic structure inside and out. Exterior repainting and repairs will help make the depot look its best. Several volunteers are working on creating a new exterior sign to better advertise the presence of our museums to passing motorists on Route 251. We expect to have the new *(Continued on page 7)*



[www.rgvrrm.org](http://www.rgvrrm.org)

**CHAPTER OFFICERS**

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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](mailto: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](mailto:haroldrussell@juno.com).

**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.

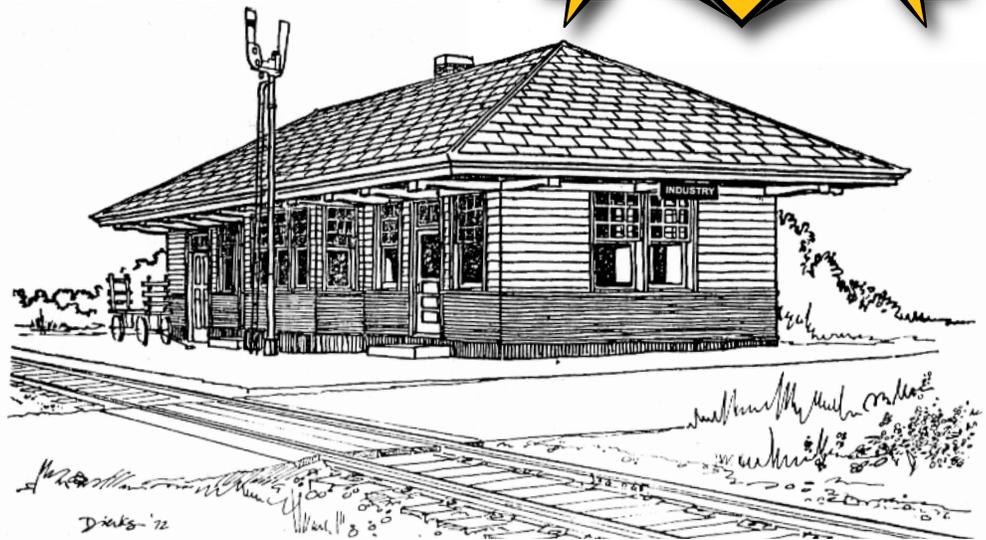
**April 21, 2011** - The Baltimore & Ohio operated a coal dock at Lake Ontario in Charlotte until 1970,

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](http://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**



**MUSEUM CONTACT INFO**

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**MOTIVE POWER DEPT.**

**R&GV 1654:** Work has begun to repair the sanders on our GE 80-ton switcher R&GV 1654. At best, only one of four sanders were operable on this locomotive. Upon further investigation, it was found that all three of the intact sand delivery pipes had been completely worn through. The fourth sanding hose had been ripped off at the sanding unit, damaging the pipe mounting flange (Please see photos at right). The damaged flange will be replaced and new delivery pipes will be fabricated for all four sanders. We will also replace a couple rubber hoses and all four sand directing tips. Finally, all of the old sand will be removed and replaced with clean, dry sand. This should drastically improve the traction qualities of this small locomotive in the future!

**RG&E 1941:** Work has begun to repair the air compressor unloader valve in our GE 45-ton switcher RG&E 1941. We've had issues with this valve sticking over the years. Your motive power department is also considering replacing the valve altogether with a more modern valve. This would allow for a greater main reservoir pressure. When adjusted correctly, the original inloader maxes out at 100psi. This pressure may be fine for industrial switching, but a higher pressure would be preferred for the heavier service demanded of our regular museum operations.

**RG&E 8:** We are currently looking into



**An inspection of the sand delivery pipes on R&GV 1654 revealed that three of the pipes had been completely worn through (TOP). The fourth had been completely ripped off, damaging the pipe mounting flange (ABOVE). All will be repaired and replaced, allowing 1654 to have a functioning sand delivery system once more. Compressed air forces dry sand through pipes directed toward the bottom of the wheel treads to help add traction when encountering slippery rail or steep grades. PHOTOS BY JOE NUGENT**

automatic drains for our new main reservoirs. We've already received quotations on new valves. We are also looking into acquiring a set of used valves.

**Rochester Transit Car 60:** Car 60 is a single-ended, double-truck, arch roof steel interurban car, and is significant as being the sole survivor of the Rochester Subway

(RSB) fleet. It began its career as part of a fleet of 12 cars for New York State Railways operations in the Utica area. These cars first came to Rochester in 1938 in an effort to modernize and improve service in the Rochester Subway. When passenger service ended in June 1956, Rochester Transit Corp. donated Car 60 to



# MUSEUM NEWS

the Rochester Chapter for preservation. After a brief career at the Rail City Museum, the car was then loaned to the State of New York for eventual inclusion in the New York State Museum in Albany. These plans fell through and the car was placed in storage for more than 30 years. Diligent efforts on the part of your Chapter saw the historic car returned to Rochester in 1998. Initially the subject of an intensive evaluation and restoration program, the project was sidelined and left idle for the last few years while next steps were considered.

It has been decided to bring in an outside expert to thoroughly inspect Rochester Transit Car 60. We will be arranging for Gomaco Trolley Company of Ida Grove, Iowa to fly in to inspect the car. Like the Strasburg analysis for our 0-4-0 steam engine, this inspection will give us an idea of the costs involved with the restoration of this important part of Rochester's railroad history. Once we have the report in hand, we can make a decision regarding the ultimate fate of this car.

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*

## EMPIRE STATE COACHES UPDATE

Work on our former New York Central *Empire State Express* cars has continued through the winter. Don Wawrzyniak, our resident upholsterer, has sewn up all of the covers we need for Coach #5 and is in the process of installing them on the seats in the car with help from Dave Peet and Joel Shaw. The seat work in this car marks the end of the upholstery project. The interiors take on a completely different look now that the old MTA blue upholstery is gone.

On coach 2567, Dave Peet has continued to work on the window install. He has been slowed a bit by the cold weather, but has still found ways to make progress. Chris Hauf, Joel Shaw, Jeremy Tuke, and Rand Warner have continued to tackle the sanding and paint prep of the baggage racks inside coach 2567. This is very tedious work and the many hands has really helped

to spread the work out. The west side racks are complete and the team is over 50 percent complete with the east side. The work should be finished up soon and along with some additional prep work on the ceiling, the interior should be ready to see the interior painting complete as soon as the weather gets a little warmer.

In addition, Chris Hauf has been working to refurbish the cove lights in the car. The lights at the northwest end of the car have already been completed and reinstalled. The northeast lights have been removed for refurbishment while the lights in the southeast corner are being refurbished in place. Chris has repainted the interiors of the fixtures and has been working on cleaning up the metal trim. The light fixtures will also be refurbished with new ballasts. Once the southeast is complete, Chris will move over to the southwest.

Help on the cars is always welcome, and the good news is that we are able to work in warmth inside of the #2567. Our space heater is very effective inside the fully insulated car.

—Chris Hauf and Don Wawrzyniak

## NEWSLETTER ARCHIVE EXPANDING

For nearly the past ten years, every month's issue of THE SEMAPHORE has been archived and made available for anyone to read in PDF format on our website. Chapter Historian Don Shilling has organized our collection of back issues of The Semaphore by year into notebooks. These have been available to view in our museum library, but that limits who can really see the information. To solve that problem, Chris Hauf has been taking Don's note-

books and using a Kodak document scanner to convert the hard copy issues to searchable electronic PDF files which have been uploaded to our web server and linked into the archive by our webmaster, Mike Roque. Currently we have issues back to 1996 available online. Chris has issues scanned back to 1990 and these issues should be available online by the time you read this.

In the archive, we have nearly complete archives of THE SEMAPHORE back through the 1970s and 1980s with additional archives dating back into the 1950s. Please go online to view what we already have. It is a great way to see where we have come from and what we have accomplished. The newsletter archive is available at [www.rgvrrm.org/newsletter](http://www.rgvrrm.org/newsletter)

—Chris Hauf

## CONTINUED SHOP PROGRESS

With the completed portions our new concrete shop floor officially in service as of the first of the year, we are starting to see real dividends from being able to work on a hard, flat surface. Our Case backhoe has already been gone over and received some running maintenance. Next in has been one of our Chevy pickups. It was discovered last year that the flywheel ring gear was pretty chewed up and the starter was not meshing well or at all with the flywheel. We decided it was time to fix the problem correctly. With help from Scott Gleason's friend Tim who is a mechanic by trade, the transmission was dropped in one morning work session and reinstalled with a new flywheel on a Tuesday evening. Having a concrete floor to *(Continued on page 8)*



The tool area takes shape inside the Restoration Shop. PHOTO BY CHRIS HAUF

## Restoring our Niobe tower interlocking machine

I started volunteering at the museum in the late 1980s, at that time the interlocking machine from Niobe (NE) tower had been salvaged and brought to our museum (many thanks to John Redden and company; see November and December 2008 issues of *THE SEMAPHORE*). It was first stored in the Lackawanna baggage car and that was the first time I saw it.

Some point after that it was decided that the DL&W baggage car was going to get cosmetically restored, so the machine had to be moved. The northern half of the Erie milk car had some space and I believe already had some signal equipment in it, so that seemed like a good spot. The milk car was spotted up next to the door of the baggage car and gang planks were set place and we begin moving the machine part by part. That was the first of many times I helped move the machine.

Over the years various parts got moved and shuffled in the milk car to make more space. Finally after moving the same stuff, what seemed like a hundred times, I decided to start restoring the machine. My thought at the time was to take the parts, disassemble, strip the paint, repaint, package, and store them. With the levers broken down they wouldn't be so heavy or take up so much space.

After having completed a few parts, I started to set up one section of the machine (8 levers) for a display. Now the machine was meant to be bolted to an 8-inch-wide frame within the tower, we couldn't do that, so Dan Waterstratt built a custom wooden support for the 8 levers. That sat in the milk car while the levers that had been completed where stored in a trailer. Those that saw the black frame liked it and wanted to see more. So did I.

By this point I had probably done 10-12 levers and most of the locking bed frame. I had also done a lot of research on towers and learned a great many things about how and why they where used and how incredibly rare they where becoming. As of the writing of this, there no mechanical towers left with their pipe lines connected.

So a few of us started looking for a home for the machine to be displayed. We looked



**Volunteer Mike Dow has been taking the salvaged parts from the old Niobe tower and slowly restoring and reassembling them into a working machine. On Mike's workbench we find some restored lever latch handles and numbers (TOP). Here we see some parts of the locking bed cleaned and organized (ABOVE). PHOTOS BY MIKE DOW**

in the Pennsy RPO. It looked full, but really didn't have a lot in it. So we "claimed" the car and the after almost twenty years the machine had a home.

Over the course of the next few years I kept working away at the parts and putting them on the machine with help from many others (including Dave Scheiderich, Sam Swisher, Mike Roqué, Joe Nugent, Luther Brefo, Jim Johnson, and many others.) I

am hoping this is the last time I move this stuff until we have a real tower to put it in.

As it stands now the mechanical part of the machine is almost completely done and about a third of the electric locks are done. After some tweaking (due to the RPO floor not being as level as a tower frame) the mechanical logic of the machine is working. Next time... How it works!

—Mike Dow, Project Foreman

Looking southward at Mount Morris station on the DL&W.



# Train Time at Mt. Morris: 1940

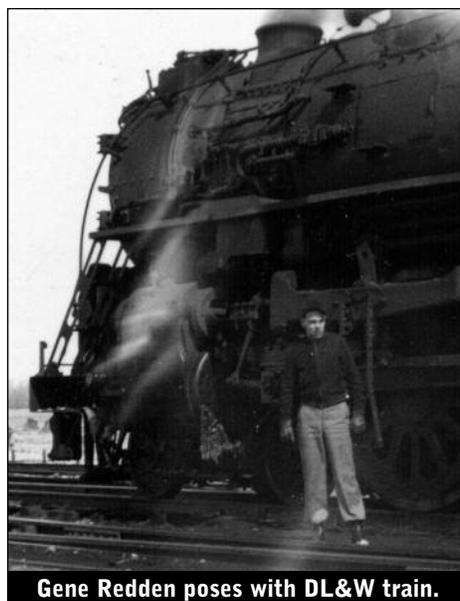
BY JOHN REDDEN

While looking through some of my father Gene Redden's papers, I came across this set of snapshots. While there are no captions, yet there is enough information for us to get good idea of what was happening. There are at least two Delaware, Lackawanna & Western passenger trains pictured, and one of the photos shows the Mt. Morris station.

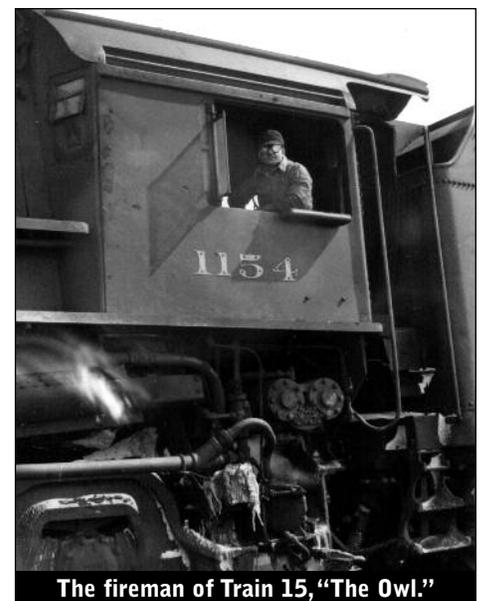
Based on the equipment in the photos, as well as one image of a young Gene Redden, they appear to have been taken in about 1940. We checked timetables from that era, and the most likely daytime meet at this station was eastbound Train 6 (*Lackawanna Limited*), meeting westbound Train 15 (*The Owl*), roughly around noon time.

The one clearly identifiable locomotive is the 1154, a 4-6-4 built by Alco in 1937, as part of a group of five engines. This class was the last group of steam engines that was purchased by the Lackawanna, and they lasted in service until 1952.

The Lackawanna and the Erie merged in 1960, with the resulting Erie Lackawanna becoming a component of Conrail in 1976. The Mt. Morris station still stands, and sees frequent traffic, with a new spur off of the old Lackawanna mainline that goes over to a new salt mine on the other side of I-390, served by shortline Rochester & Southern. Also, the first baggage car behind the 1154 appears to be similar to the one preserved at our museum at Industry. ■



Gene Redden poses with DL&W train.



The fireman of Train 15, "The Owl."

# Ready for Spring?

CON'T FROM PAGE 1

(from page 1) sign in service in time for the 2011 season.

Perhaps you read about the restoration of the salvaged interlocking machine from Niobe tower. One of our long term goals is to establish an exhibit of railroad signals, though probably not in time for the 2011 season. Creation of this exhibit will add yet another dimension to the museum visitor experience. This will include the cosmetic restoration of our Pennsy RPO car.

The motive power team continues to work through the winter getting our fleet ready for the spring. Everyone is excited to see RG&E 1941 roll out of the shop under her own power in a few months!

As always, we thank our volunteer members for their countless hours of hard work behind the scenes. There are so many ways to get involved, won't you help us meet our goals?

—David Scheiderich, President

## "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](http://rgvrrm.org/support) for more info.

Visit us online: [www.rgvrrm.org](http://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](mailto:mikeroot@clearwire.net).

# Museum opening day is May 15

## Editor's Corner

email: [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com)

telephone: 585.820.2341

Change is inevitable, especially when it comes to our favorite subject: railroads. Take the location known as Mortimer, for instance. At one time a three-way junction between the Erie, the Lehigh Valley, and the New York Central (West Shore), this area has seen some change. In 1976, the three railroads all became part of Conrail. In 1979, Conrail built a connection to swing the former Erie track over to the LV alignment, thereby eliminating one diamond crossing (tracks were intact north of the West Shore to facilitate coal deliveries to the University of Rochester). Sometime after 1980, the remaining dia-

mond was removed, and the Mortimer Connection swung onto the old West Shore Track 2 alignment. In 1996, Conrail sold the "Rochester Cluster" of branchlines down to Henrietta and Avon to the Livonia, Avon & Lakeville. Finally, in 2010, new student housing was built for the growing Rochester Institute of Technology campus, visible here in the photo at right.

Change is inevitable. What can we expect to come down the track in the years to come? Nobody knows, but it is sure to be interesting!

—Otto M. Vondrak  
Editor, *The Semaphore*



MORTIMER, DEC. 6, 2010. PHOTO BY OTTO M. VONDRAK

**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](mailto:ovondrak@yahoo.com) or call (585) 820-2341.



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**Chapter Meeting:  
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**Next Chapter Meeting:  
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**NEW SHOP FLOOR... FROM PG. 4**

do this type of work is great! Jacks roll with ease. Tools don't get lost in the dirt. And it is just a lot kinder on the mechanics. You can actually use a mechanics' creeper! By the time you read this, the truck should be back on the road and our other pickup in the shop getting attention as well to return it to service. Once that truck is complete, we plan to tackle a bigger challenge, brake work on our Trojan loader.

At the same time, Bob Mader and his team has been completing the work on track car TC-4, which is also sitting on the new floor and inside its own little cocoon to allow the work space to be heated. Bob is currently wiring in all of the new lighting and control panel. Hopefully our work horse track car will be back on the rails in better than ever condition with an all new roof, new end sheet metal, new windows, and new paint.

Over on the east side of the shop, our tool area is coming together. We now have a large Mac Tools toolbox to hold our hand and mechanics' tools. Our big steel work bench has been brought back in, and Jim Johnson has added additional task lighting. Chris Hauf has donated a new set of vehi-

cle ramps. We are taking inventory of our tools to see what we have and what we need. We already know we are deficient in our collection of mechanics tools, and we will be looking for donations of specific items. More information on what we need will be in the next issue of THE SEMAPHORE. We also hope to order and install our new shop air compressor soon which will give us plenty of clean and dry shop air to run tools and to paint with.

Even with all that we now have, we have a lot of floor that is still dirt. In the background, Rob Burz is working with several engineers on completing the design for our pit. Rob is also seeking some initial quotes so we can properly setup our fundraising expectations for 2011. Chris Hauf has been working on overall shop layout with a scale drawing of the shop completed in Visio. The drawing allows us the ability to layout the shop virtually to see how things will work best. Chris has also been working on the materials to kick-off our Pour the Floor annual fundraising campaign. Members and friends of the museum should be receiving materials on the campaign in February. Our hope and our goal is to complete the shop floor and pit in

2011, but it will take a lot of work from all of our volunteers. It is obvious the immense dividends what we have already is paying, and it is obvious what a complete floor could give us in terms of capability and productivity. —Chris Hauf



**MYSTERY AT MT. MORRIS:** What appears to be Lackawanna trains 6 and 15 meet at Mt. Morris, circa 1940. For the rest of the story, turn to page 6. PHOTO BY GENE REDDEN, COLLECTION OF JOHN REDDEN