

NEXT MEETING:

April 21

**Tom Brewer presents the history
of BR&P and B&O railroad
operations at Genesee Dock**



Track cars, diesels, and trolleys all share our demonstration railroad between Industry, Midway and our neighbors to the north at NYMT. Close cooperation and rigorous training allows continued safe operation, such as this 2009 scene at Midway as visitors make their way from NYMT's trolley to our fleet of track cars. Here's looking forward to another year of record-breaking attendance! PHOTO BY OTTO M. VONDRAK

Change is in the air

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Spring is in the air! As I visited the depot this afternoon, the sun and breeze was warm, the box-elder bugs plentiful. I could feel the change in the weather, much like the changes that are coming to the museum this season. Elections are upon us, and at the upcoming membership meeting, the Nominating Committee will announce it's slate of candidates. At that time, the floor will be open to any additional nominations. After that, the ballot will go out and be counted at the May meeting. There are many positions up for election, as a number of changes have occurred on the board; for those no longer serving on the board, I would like to personally thank each one of you for your valuable contributions.

In addition to the normal ballot, there will be an additional proposition for the

membership to vote on.

In the long process of changing our name, the board has exhaustively discussed maintaining our association with the National Railway Historical Society. Much consideration was placed on creating a separate membership class; but in light of the proposed national bylaws changing, this possibility seemed far less plausible. At this juncture, the board has decided it is best to let the membership decide the path; either maintaining our association with the NRHS, or parting ways. There will be a more detailed explanation of the proposition in the ballot this coming month.

Hope to see you out at the museum this upcoming season!

—David Scheiderich, President



www.rgvrrm.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM

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.

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!

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.



Visit our Museum Website at rgvrrm.org for all of the latest news updates and information!

CORRECTION: In the March issue of The Semaphore (58-7), your Editor misidentified the cover photo as Rowland Loop on the Rochester Subway. It was actually the East Avenue/Winton Road Loop. Thanks to numerous readers who pointed out my error! —Ed.



ROCHESTER JUNCTION IN REPOSE: By the time Vernon Smith photographed Lehigh Valley's Rochester Junction station in 1971, it was a mere shadow of its former self. Used as an office and base of operation for local maintenance crews, the structure would not last the decade as a victim of arson. In 1976, the LV would disappear into Conrail, and the mainline tracks would be salvaged in 1981. This area has been cleaned up in recent years and turned into a park along the Lehigh Valley Trail. Compare to the view on page 8. PHOTO BY VERNON SMITH, COLLECTION OF MICHAEL C. SMITH

JOIN R&GVRRM CHAPTER NRHS

Annual Dues: \$57.00

Rochester & Genesee Valley RR Museum

P.O. Box 23326

Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:

May 19

40 & 8 Club, Rochester NY



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM CONTACT INFO

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MOTIVE POWER DEPT.

R&GV 1654: Work continues on this locomotive's sanding system. New pipe sections are on order. They will be bent to shape and installed when they arrive. R&GVRRM 1654 is also being inspected in preparation for this year's operating season.

RG&E 1941: Work continues on this locomotive's throttle system. A new throttle rod will be fabricated for the #2 end of the locomotive. The #1 end of the locomotive has been repaired and is ready to go.

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

ROLLING STOCK DEPT.

Penn Central 18526: Our Penn Central transfer caboose is receiving some air system repairs. The north angle cock on this caboose was leaking air. Joe Nugent, Chad Timothy and Bob Mader changed out the faulty valve with a rebuilt valve. This end of the caboose also received a new air hose. The south end of the car will receive a new air hose as well.

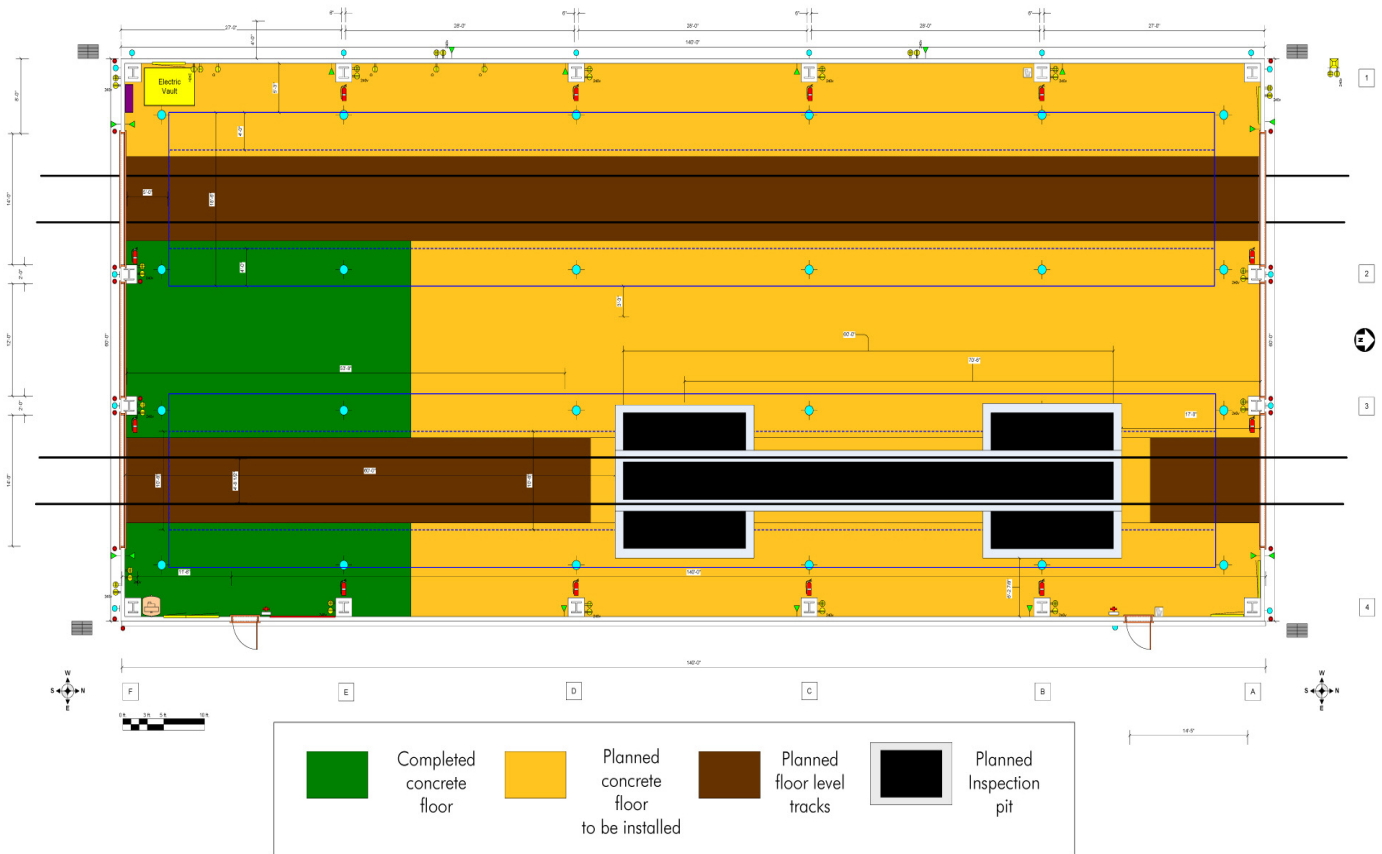
Penn Central 18526 and Erie C254: Our Penn Central caboose and our Erie caboose are both receiving air brake work. The AB and emergency valves on each caboose will be replaced with rebuilt valves. The brake cylinders on each caboose will also receive new packing cups and new gaskets all around. The cylinders will be cleaned, greased and reassembled. Finally, each caboose will be tested for proper operation. We should be in good shape for this operating season!



THEMS THE BRAKES: The cleaned up brake pipe (TOP) under the Penn Central caboose. A small portion of the pipe was removed, as the end was in rough condition. Rebuilt angle cock installed (MIDDLE) with new compression fitting. With a new air hose installed, the primed angle cock and brake pipe ready for paint (ABOVE). PHOTOS BY JOE NUGENT



MUSEUM NEWS



POUR THE FLOOR 2011

At the end of 2010, the Rochester & Genesee Valley Railroad Museum achieved a milestone that we had been working toward for over ten years. We poured a portion of the concrete floor in our restoration shop! Compromised of two slabs, 10x35 feet in the southeast corner of the shop and 21x35 feet in the south center of the shop, we now have hard, flat surfaces where we can work on our equipment out of the dirt and with much greater ease, efficiency and safety. We can also

begin to permanently install some of the support systems we need like a tool crib and shop air compressor. In just over three months of use, our new floor has already started to pay big dividends allowing us to service some of our museum support equipment along with rebuilding one of our track cars.

With our shop measuring sixty feet wide by one hundred forty feet long, the floor we poured only represents just under fifteen percent of the total shop floor we plan to install. Add our goal to install an inspec-

tion pit in one of the tracks to give us access under our railroad equipment for maintenance and restoration, we have a lot of work left to do. With the momentum from our pours in 2010, we are very motivated to do that work and get as much accomplished as we possibly can in 2011. Our museum is in a great position to make it happen, but we need your help to raise the funds needed to **Pour the Floor**.

So how much help do we need? Our 2011 fundraising goal is \$75,000.00. This goal is in addition to the \$40,000.00 we



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have already raised, a portion of which was used for the currently installed slabs and the rest which will allow us to continue installing some of the additional portions of the flat floor and a portion of the pit this year. The funds from the 2011 campaign will allow us to do two things; complete the entire flat floor and completely install our inspection pit with all of its necessary components including stairs, railings, power and lighting. A complete floor will give us yet another quantum leap in our capability and in our efficiency; putting tools and materials in easy reach where and when we need them.

So will you help us **Pour the Floor**? Donations to the museum are tax deductible to the extent allowable by law. Donations to the fund can be made in two different ways: You can donate online with your credit/debit card or PayPal account by visiting www.rgvrrm.org/support — You can donate in one lump sum or setup monthly payments for a given period of time if that works better for you. Donations can be made via regular mail. Please make your donation check payable to the **Rochester & Genesee Valley Railroad Museum** and mail it to: Pour the Floor, Rochester & Genesee Valley Railroad Museum, P.O. Box 23326, Rochester, NY 14692-3326.

If you have any questions about donating or would like additional information about our plans, please contact Pour the Floor Chairman, Christopher Hauf, by email at crhauf@frontiernet.net or by phone at (585) 381-8583 (home).

On behalf of the Pour the Floor Committee, the volunteers, and officers of the Rochester & Genesee Valley Railroad Museum, we thank you for your generous support of our Museum which celebrates its 40th anniversary this year. The building we do today will preserve our rail heritage for tomorrow...

HEAVY EQUIPMENT

Last year, Pete Gores arranged for the donation of two Schramm gas powered compressors from Lewis General Tire. The museum already has one of these smaller compressors and it has proven invaluable around the museum; especially for track work. However due to their size, the com-



GETTING PUMPED: The two donated Schramms (TOP) sit inside the restoration shop with the restoration candidate missing its head due to the need to replace a broken valve. **ABOVE:** It runs! Bob Mader and Pete Gores were able to get the new to us Schramm started on the evening of April 5th as Rick Israelson looks on. PHOTOS BY CHRIS HAUF

pressors are only able to drive a single spiking or tamping hammer. As such, the museum was glad to get two more with the hope that we would be able to get one from the two to give us another resource. Over the past few months, Pete Gores and Bob Mader have been working to make this happen. The better of the two was chosen and the major task was the replacement of a broken valve. With help from Chris Hauf, the busted valve was extracted, and a new valve acquired by Pete was installed by Bob. On the evening of April 5, the com-

pressor came back to life after having the carburetor torn down, cleaned and reinstalled. A little more tuning is needed, but hopefully within the next month, we will have another compressor available for track work. Nice work guys!

Over the past three months of 2011, our restoration shop has been a buzz with work on our support vehicles and heavy equipment; putting our new concrete floor to good use. To date, the crew of Tim Gifford, Scott Gleason, Dan Waterstraat, and Chris Hauf with contributions from



MUSEUM NEWS

several others has dropped the transmission and installed a new flywheel in our one ex-US Military Chevy pickups, #3, putting it back on the road. As this is our plow truck, it was nice to have this resource back during this snowy winter.

We have also drilled, re-tapped and installed a new starter in another of our pickups. With the engine running, it was discovered that this truck had a leaking brake line and by the time you read this, it will have been replaced getting the truck back on the road. The truck also received a needed oil change. With this truck back in service, all three of our military Chevy CUCVs are back in running order.

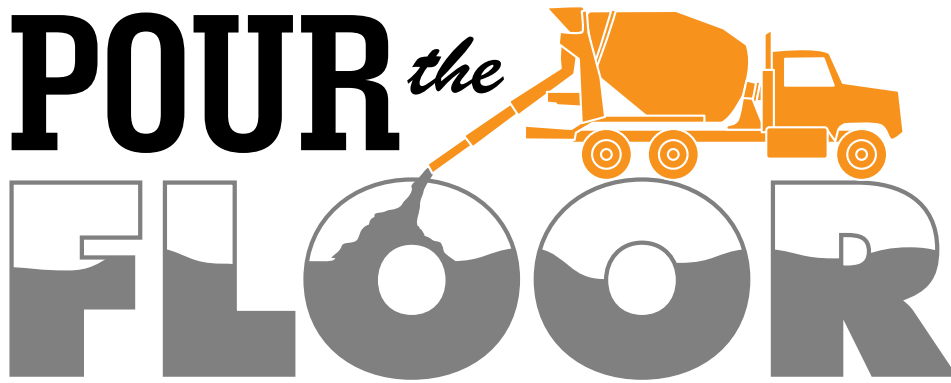
Finally, we brought in the museum's Trojan front loader for brake work and some improvements. To date, the rear brakes have been rebuilt with relined shoes and the fronts checked to find shoes with plenty of life left in them. This is no small task as one needs to remove the large tires, disassemble the hubs, and remove the drums that weigh 100+ pounds each. With the drums taken care of, the master cylinders, one for the front and one for the back, were removed and have been rebuilt with new master cylinders Chris was able to acquire from a vendor in Alabama. As many pieces of our support equipment are near museum pieces in their own right, finding spare parts is a real challenge sometimes with parts coming from all over the county and all over the country. Two of the machine's four headlights have been replaced putting all of them in service. Finally, the smashed windshield and cracked side windows are being professionally replaced. Future work will hopefully include some welding repairs to the bucket and a new air system filter. By the time the work is complete, our loader will be ready to go and stop as needed around the museum.

More work on the museum's other support equipment is planned throughout the spring to insure it is all ready to work when it is called upon on the many projects we have planned this year from the completion of the West Siding to the pouring of the shop floor. We certainly welcome additional people to come on out and give us a hand if you are interested.

—Chris Hauf



NOT A TROJAN HORSE: The museum's Trojan 1700 loader (TOP) sits in the shop ready to have the brake work started on it. The new concrete floor makes working on our equipment much safer and much more efficient. **MIDDLE:** The rear spindle of the loader can be seen here with the brake shoes removed. The wheel cylinder sits at the top. The rear brakes were completely rebuilt with relined brake shoes. **ABOVE:** Relined by Rochester Clutch & Brake, the reworked shoes are installed on the rear of the loader. Next comes from the process of reinstalling the very heavy drums followed by the hubs which include gears and bearings followed by the half shafts, hub covers and finally the tire. Much more complicated than you average car, but the work will be worth it to insure the loader stops exactly when we want it to. **PHOTOS BY CHRIS HAUF**



Our 2011 fundraising goal is \$75,000.00. The funds from the 2011 campaign will allow us to complete the entire flat floor and completely install our inspection pit with all of its necessary components including stairs, railings, power and lighting. A complete shop floor will help expand our restoration and maintenance abilities.

Visit www.rgvrrm.org/support

"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 of 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.**

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

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We are fortunate to belong to one of the only operating train museums in the state. Sure, there are several tourist railroads that use vintage equipment, but we are among the few that maintain a true museum along with a fully operating demonstration railway. The only other example I can think of is our neighbors to the north, the New York Museum of Transportation who share our operation.

There is an incredible amount of work that goes on behind the scenes to keep everything running smoothly, especially when it comes to shared operation of our railroad. Managing the functions of trains, trolleys, and track cars

on the same stretch of track can be daunting for even the most experienced managers. Fortunately, we have many safeguards in place that help protect our operation. From the adoption of a common rulebook, to the careful and complete training given to operators, it's a delicate dance with many players. Above all, the emphasis on safe operation cannot be stressed enough.

We are also fortunate to enjoy such close cooperation with the NYMT to make all this possible. Close communication with their board throughout the year ensures there are no misunderstandings, and all issues can be

addressed in the proper forum. Not many museums can boast that kind of cooperation!

As we head into the 2011 museum operating season, we will have to continue to work hard to encourage visitors to come down and experience our unique joint-museum tour. We'll need everyone's help to make this season another record-breaker. Get in touch with a Museum officer and see where you can help. From just an hour to a whole day, every little bit counts. I'm looking forward to seeing everyone trackside this summer!

—Otto M. Vondrak
Editor, *The Semaphore*

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

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April 21

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

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933 University Ave., Rochester



Rochester Junction on the Lehigh Valley railroad as seen at the turn of the century. We are looking west towards Buffalo, with the Rochester Branch peeling off to the right. This depot would be later replaced with a larger two-story structure, complete with canopies over the platforms. Notice the "ROCHESTER JUNCTION" spelled out in rocks in a garden across from the depot. See page 2 for a view of this area from 1971.