

**NEXT MEETING:**  
**May 21**  
**Member's Slide Night!**  
*Bring your slides  
 and digital images*

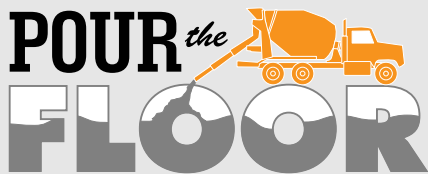


Rochester & Southern ran an extra train hauling windmill parts from the old Foster-Wheeler plant in Dansville up to Mount Morris on October 21, 2010. The windmill parts are stored at the plant and are shipped across the country as needed. PHOTO BY DUNCAN RICHARDS

# Help Us Grow in 2011

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May has arrived, but the warmer weather seems to be reluctant. In just less than two weeks we will open to the public on May 15. As I write this, both museums, RGVR-RM and NYMT, have hired Nick Giambattista to perform additional track work at both ends of the railroad in preparation for the upcoming operating season. As opening day approaches, there has been a flurry of activity at the museum.

A variety of equipment has been undergoing repairs. The hyrail dump truck, after a several year hiatus, is ready to aid with track work. The tamper, which suffered a broken crank shaft last summer, is almost tamping stone once again. This vital machine will help get the mainline ready for the operating season, and also help to finish the ESE siding. As noted in last month's *Semaphore*, the Trojan Loader came into the building for some much needed brake work; but hasn't left due to a transmission problem. With some luck, by

the time you read this, it will be out of the building. I would like to extend many thanks to all of you who have contributed time on this equipment; vital to our construction and maintenance of our railroad.

As the operating season approaches, I'd like to ask everyone to consider signing up as a depot guide, participate in train service or even volunteer your time in the gift shop at the NYMT. Our joint participation in being open to the public provides a unique experience to our visitors, and provides funds to support the continued operation and restoration activities of our museum. Many of you may not realize, but funds from the gift shop are used towards joint projects between both museums, such as the ongoing track work.

We had an amazing season last year, and I for one hope we can continue on that trend. Without YOUR help, we cannot continue to grow!

—David Scheiderich, President

## CHAPTER OFFICERS

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Dave Scheiderich

### VICE PRESIDENT

Joe Nugent

### TREASURER

Don Wawrzyniak

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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM

## NRHS AFFILIATION

I wanted to reflect on our proposal to severing our ties with the National Railway Historical Society. For more than a year now, your board has debated the pros and cons of staying with or leaving the NRHS. Our Board spent a lot of time investigating the possibility of a dual membership and other options that did not require joining the NRHS. The new proposed bylaws changes from national clearly prevent this option.

It is true that we are one of the oldest chapters in the country. Founded in 1937, our 75th anniversary is just a year a way! While it may seem sad to leave the NRHS on the eve of our anniversary, consider how much our group has survived and grown over the course of 75 years. Where many others have failed, we have thrived. What once started out mostly as a social club of railfans has evolved into a museum that operates and restores historic equipment... And we continue to socialize too!

As we continue to evolve as an organization, the question of our affiliation with the NRHS is an important one. There is no doubt that many railroad preservation groups are on hard times. The economy is not what it once was; and the attraction of volunteers is decidedly more difficult today. Railroads have slipped from being such an integral part of everyone's daily life, which makes it difficult to relate to the public. Communication today is so amazingly instantaneous, compared to 75 years ago... Consider that many of you may read this online before receiving it in the mail!

Do we sever ties and go it alone? Or do we forge ahead and work with the NRHS as they reinvent the organization for the 21st century? Use the enclosed ballot and make your vote count!

—David Scheiderich, President

## CHAPTER DUES INCREASE

As announced at the April Meeting, the Rochester & Genesee Railroad Museum Board of Trustees has proposed increasing the dues of the organization to \$25.00 a year. The current dues of \$21.00 a year have been set for near 10 years. The dues each member pays help support our monthly meetings, the library, publication of The Semaphore and the museum's operations. At the May membership

meeting, we will call to vote this recommendation. Once ratified, the change will go into effect for renewals for next year. Also, any new chapter membership applications for 2011 will also be subject to the increase.

## 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).

**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 to introduce to our museum and activities!

## ANNUAL NEW YORK CITY ESCORTED PRE-CHRISTMAS TOURS:

Book early! December 1-3, 2011 (3 Days, 2 Nights) \$660-690.00 per person double occupancy. Includes round trip fare on Amtrak from Rochester-New York City, 3 nights in Hotel Metro (located in midtown Manhattan), orchestra seat for the Radio City Music Hall's Christmas Show starring the Rockettes, an optional tour, 1 dinner, 2 breakfasts, all transfers, luggage handling and taxes. For more information contact Jim East at (585) 377-5389.

## CHAPTER LIBRARY COMMITTEE

The Chapter Library has moved to a much bigger room at the 40 & 8 Club, located at 933 University Avenue, in Rochester, the same location where we have our monthly membership meetings. Continuing with our new policy of being open the first and third Mondays of the month so our members can enjoy our new enlarged and expanded library. Looking to get involved? 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.

**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:**

**June 19**

**R&GVRRM - Industry, NY**



**MUSEUM CONTACT INFO**

**MUSEUM MANAGER**

**David Scheiderich**

(585) 301-1019 boblenon@gmail.com

**MOTIVE POWER SUPERINTENDENT**

**Joe Nugent**

(585) 944-1047 joe.r.nugent@gmail.com

**MOTIVE POWER**

**RG&E 1941:** Work continues on RG&E 1941's throttle system. The linkages on the #2 end of the locomotive are being modified to allow full range of motion of the throttle. There were interferences between the linkages and air piping, resulting in a limited throttle range.

**R&GV 1654:** New threaded pipe nipples have arrived for R&GV1654's sanding system. These pipe nipples will be bent to shape and installed on the locomotive. New hoses will also be installed to carry the sand from the sand boxes to the tread of the wheels. R&GV 1654 was also given a thorough inspection before being placed back in service for the season. This locomotive was used at the end of April to move LV 211 and USA 1843 to the upper rail yard.

**ROLLING STOCK**

**Cabooses:** Ron Amberger and Joe Nugent COTS'd (Cleaned-Oiled-Tested-Stenciled) the brake cylinders on both the Erie and Penn Central cabooses. The pistons were removed and degreased. The cylinder walls were also cleaned and degreased. A new packing cup was installed on the piston before everything was coated with fresh grease and reassembled. A new cylinder head gasket was installed to ensure a proper seal. Both cabooses will also receive rebuilt valves prior to service this year.

**RTC 60 UPDATE**

**RTC 60:** Joe Nugent has been working with Gomaco Trolley company to evaluate Car 60's car body. It has been determined that the car can be restored. Further research needs to be done to determine possible fundraising avenues. If there is



enough interest amongst our membership and the Rochester community, we hope to begin fundraising efforts within the next couple of years.

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*

**TOP:** The removed throttle linkage arm from RG&E 1941. This arm will be welded to a short shaft and coupled to the original throttle shaft, thereby lowering the arm. **ABOVE:** Cleaned brake cylinder on our Erie caboose. A dry graphite spray was also applied to the brake rigging pins. This will allow for smoother operation. **RIGHT:** Ron Amberger poses with a newly cleaned and greased brake piston. **PHOTOS BY JOE NUGENT**





# MUSEUM NEWS

## NIobe TOWER INTERLOCKING RESTORATION UPDATE

Over the last few years, our volunteers have been working to restore the salvaged interlocking machine from the old Erie Railroad tower at Niobe, New York. The interlocking machine is a complex electro-mechanical system that was used all across the country to control railway traffic. Tower operators could set signal indications and throw switches to route traffic through important control points. Many towers became redundant as railroads converted to more efficient centralized control systems after World War II.

Museum volunteer Mike Dow and his assistants have now installed the last of the lever identifying numbers, almost all of the mechanical parts are on, and now the team is tweaking the locking bed. The machine can now line and lock a simulated route from "Track #1" diverging to "Track #2" westbound. A General Railway Signal semaphore now has a temporary hook up to signal lever #3 and raises to yellow when that route is lined. It also will not unlock the route until the semaphore goes to red. The last of the electric locks are awaiting restoration in Mike Dow's home workshop. Another pipe compensator has been completed as well. Pipe compensators are placed in the mechanical pipe lines at preset points to allow for the expansion and contraction of the metal. Eventually the team hopes to have a short length of pipe connected to the lever machine for demonstration purposes.

Mike Dow shares a bit of signalman history, courtesy of former operator Niobe tower operator Rob Fargo: "In the winter the pipe lines and cranks would freeze up, so there were times that some operators would climb on a ladder, place a pipe on the top of the levers for extra leverage to brake the pipe line loose. It would either work or bend the steel lever!" If you look down the profile of our restored machine, you can see one of the levers isn't like the others... Mike's long-term goal is to provide an interactive display of signals and controls built into the former Pennsylvania Railroad RPO car that currently resides on Track 6. Eventually this car and its display will be moved down to Industry yard and join our other exhibits. —O.M.V.



**TOP:** Museum volunteer Mike Dow and his team have been restoring the salvaged interlocking machine from Niobe Tower. When complete, the machine will be part of a larger interactive display of railroad signals inside our ex-Pennsylvania Railroad RPO car. PHOTO BY MIKE ROQUE **ABOVE:** An informal group of LV historians visited the museum on April 2. The star attraction was of course our 211. PHOTO BY MATT LANGWORTHY

### LEHIGH VALLEY MEET-UP

On April 2, several railroad enthusiasts who regularly meet online to discuss history made a tour of local Lehigh Valley sites. While the majority of the old Lehigh Valley through New York State was removed by Conrail in 1981, there are still many locations worth visiting. The meet-up was organized by local railfan Matthew Langworthy. The group met at the old Manchester roundhouse, then headed over to the LV bridge over the old NYC Auburn

Branch at Fishers. After that, the group traveled over to Rochester Junction for a very nice hike to the location of the wye for the Hemlock Branch. The group then visited our museum at Industry where our LV 211 was the star attraction. After a guided tour of our exhibits and displays, everyone was allowed a chance to visit the cab and sit in the engineer's seat. Thanks to volunteers from the R&GVRRM for taking the time to show our group around!

—Christopher Playford

# MUSEUM NEWS



## DEPOT GUIDES

You've heard the same appeal each year for Depot Guides, yet you're not sure if you're cut out for the job. The truth is, all you need is a willingness to show up and help show our guests around the museum that you already know so well! Don't worry if you don't know all the details of our exhibits, we'll teach you everything you need to know. Being a Depot Guide is not all about dates and numbers and technicalities. It's about sharing your enthusiasm for our local railroad history with the public! Even if you sign up for just one day, you'll be making a tremendous impact. **What's more, if we don't have enough Depot Guides for the season, we will be forced to close our doors.** Visitors will arrive at Industry to a shuttered depot, locked display cars, and no one to show them around. Is this the kind of impression we want to make? Encouraging visits from the public is key to our growth and survival. Please contact **Mike Root** ([mike-root@clearwire.net](mailto:mike-root@clearwire.net)) for more information on how you can become a Depot Guide!

—Otto M. Vondrak

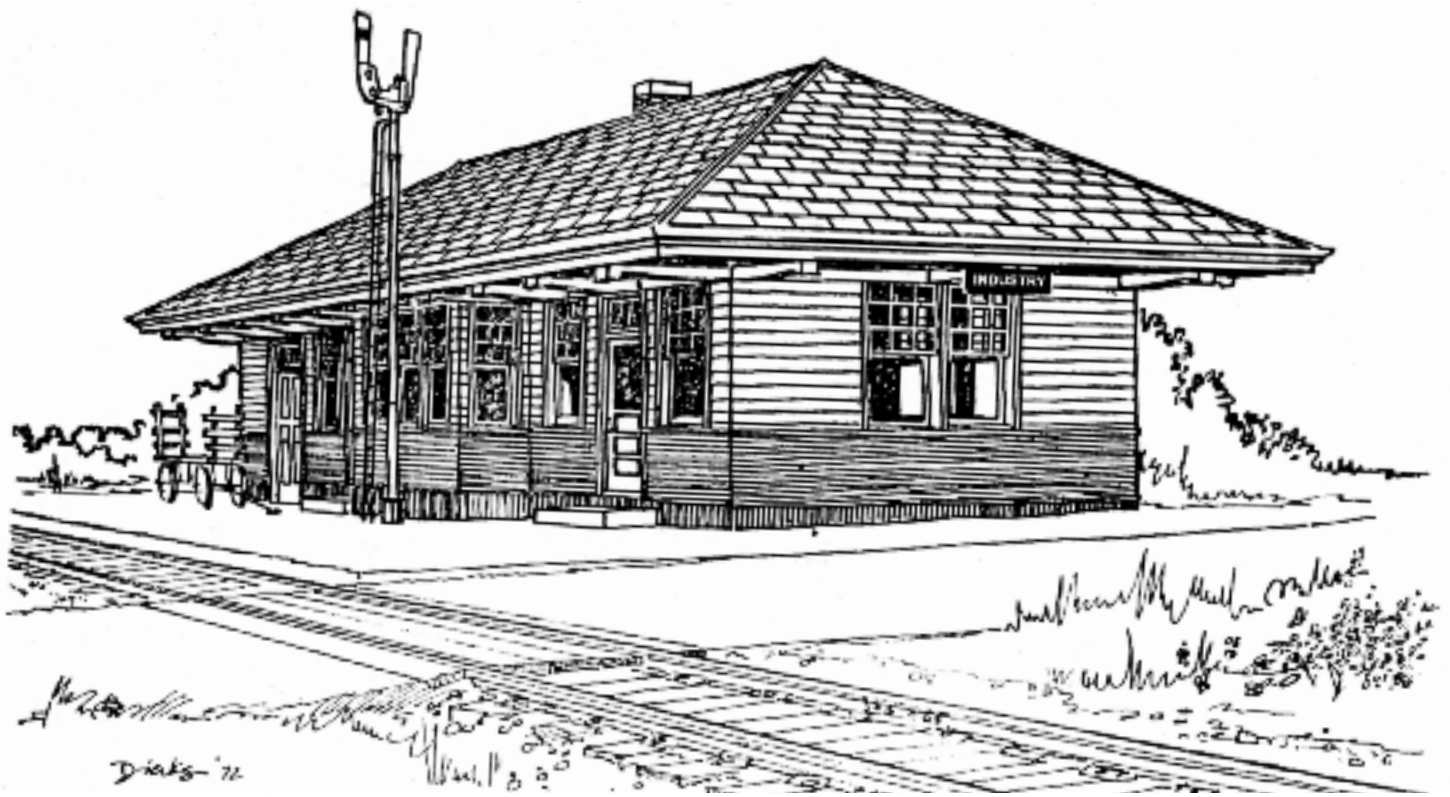


**TC-4 REBUILD NEARING END:** Bob Mader and Norm Shadick have been hard at work this winter on the TC-4 overhaul (TOP). As it nears completion; Don Warzyniack sewed up some heavy cloth to make protective sides; hopefully making it more enjoyable to use in inclement weather. A new control panel and new and improved lighting has been installed; and a new seat will soon be added. TC-4 is our primary maintenance of way vehicle. PHOTO BY DAVID SCHEIDERICH

**REBUILDING THE TAMPER:** After a long winters nap in the restoration building, the rare Detroit Diesel 2-53 has been reinstalled into the Tamper (MIDDLE). After breaking the crank last July, the engine has been undergoing an overhaul led by Bob Ziegler; assisted by Bob Mader, Norm Shaddick, Joe Nugent, Dave Scheiderich and others. PHOTO BY CHRIS HAUF

**RULES CLASS:** Late but not forgotten, the first of several rules classes was held at RIT on May 1 (BOTTOM). Jermy Tuke is seen illustrating hand signals. Check your email for further announcements for additional rules and safety classes. PHOTO BY DAVID SCHEIDERICH





# Should we stay or should we go?

During the past decade, our organization has become more and more an operating railroad museum. Last year the Board of Trustees moved to change the name of the organization from “National Railway Historical Society, Rochester Chapter” to its present name of “Rochester & Genesee Valley Railroad Museum.” This change has been approved by the New York State education Department. After countless months of debate, the Board is now presenting the question to the membership to vote on whether we should sever our ties from the NRHS. Some of the reasons to consider are these:

- The NRHS annually collects from our membership dues and in exchange returns to the group very little in way of support for our Museum neither materially nor with advice, new members, program material or any other useful input.
- Our organization has not maintained strong ties with the NRHS in recent decades and has not actively participated in its governance. Members of the executive board of the national organization have not visited with us on a regular basis or even on an irregular basis.
- Members of our organization have

expressed the desire to belong to the Rochester & Genesee Valley Railroad Museum but not to be forced belong to the NRHS in addition. Proposed changes to the NRHS bylaws do not permit NRHS chapters to have more than one membership grade.

- The NRHS has reduced its membership and chapter services by eliminating the library, audio-visual collection and failing to produce seriously researched historical publications. The *NRHS Bulletin* is now produced by paid, free-lance writers and editors.

Should we vote to sever ties with the NRHS, R&GVRRM members who wish to continue to be active members of the NRHS should feel free to continue that affiliation as an At-Large member. It is our hope that these people will also continue their memberships in the Rochester & Genesee Valley Railroad Museum as well. It is the intent of the Museum to continue business as usual with Museum activities, monthly membership meetings, summertime operating nights and operations for the public. Membership fees will be significantly less than the present combined museum and NRHS dues.

Our organization has grown and

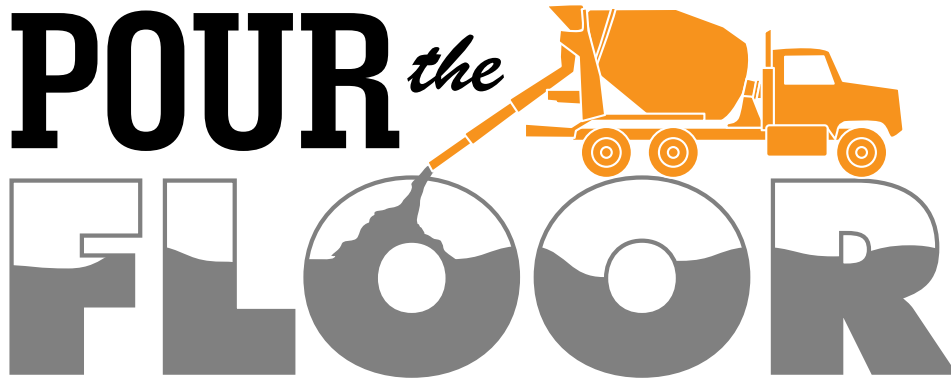
changed over the course of nearly seventy-five years. The NRHS has no doubt provided our organization with a variety of benefits over these years. Currently, most benefits of membership provided by the NRHS are directed towards the individual. Though, in the course of the past decade, our group has benefited from the NRHS Railway Heritage Grants Program, being a chapter is not a requirement to be a recipient.

The NRHS has started to implement changes to the organization to hopefully allow it to better survive into the future. The proposed bylaws are an excellent example of this; currently the national Board of Directors of some 160 members undoubtedly makes the organization difficult to manage. Many other changes are in the works, including a new web site (under development with the cooperation of our own Mike Roque, actually). Any organization as old as the NRHS is often slow to embrace change. However, the question remains; Do we decide to stay with the NRHS and help forge these much-needed changes? Or do we sever ties and go it alone? And once we decide to go it alone, what will our next course of action be?

The decision is up to you (See enclosed ballot insert).

—David Scheiderich, President

# POUR *the* FLOOR



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. Donations to the Rochester & Genesee Valley Railroad Museum are tax deductible to the extent allowable by law. Thank you!

Please visit us at [www.rgvrrm.org/support](http://www.rgvrrm.org/support)

## 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).

*DEPOT GUIDES NEEDED FOR THE FOLLOWING DATES:*

Sunday, May 15 - Opening Day  
Tuesday, May 17 - Tour Group  
Wednesday, May 18 - Tour Group  
Thursday, May 19 - Tour Group  
Sunday May 22 - Sunday Ops  
Wednesday, May 25 - Tour Group  
Thursday, May 26 - Tour Group  
Friday, May 27 - Tour Group

Sunday, May 29 - Sunday Ops  
Sunday, June 5 - Sunday Ops  
Sunday, June 12 - Sunday Ops  
Wednesday, June 15 - Tour Group  
Thursday, June 16 - Tour Group  
Sunday, June 19 - Railroad Day  
Sunday, June 26 - Sunday Ops  
Sunday, July 3 - Sunday Ops

### Editor's Corner

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

telephone: 585.820.2341

Communication!

Sometimes there's too much of it! Sometimes there's not enough! In an organization as large and diverse as the R&GVRRM, communication is key to our success. With so many projects ongoing, we want to keep everyone up to date.

One form of communication is our web site ([www.rgvrrm.org](http://www.rgvrrm.org)). Most of the information does not change, except for our calendar of events. For regular news and updates, we also have a blog ([rgvrrm.blogspot.com](http://rgvrrm.blogspot.com)).

We also have an email group mailing list for chapter members and museum volunteers.

This email list is an efficient way to blast out important museum news and announcements to our active volunteers. To be added to this list, please contact Membership Chair Sam Rosenberg ([membership@rgvrrm.org](mailto:membership@rgvrrm.org)).

To that end, I have been doing some thinking about the future of The Semaphore. The Post Office has made sure that anyone outside 14623 won't get their newsletter in a timely manner. Gathering material for each issue has turned into an insurmountable chore. What's more, the cost of printing and mailing continues to rise, which begs the question if a printed newsletter is the best

way to keep our membership informed? Is there a better way?

The Semaphore is one of the benefits of your membership. Your editor will be developing proposals to ensure the future of the publication while maintaining this important member benefit.

Your contributions are always encouraged. Anything relating to the museum, our equipment, or Rochester's railroading history are always welcome. Contact me if you're not sure how to get started.

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



**THE SEMAPHORE**  
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Chapter Meeting:

**May 19**

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

*Next Chapter Meeting:*

**June 16**

7:30 PM at Industry Depot  
252 Route 251, Industry, NY



On October 21, 2010, Rochester & Southern ran an extra train to haul windmill parts from the old Foster-Wheeler plant up to Rochester for interchange. Under threatening skies, two B&P units lead the train up the former Dansville & Mount Morris near Sparta. PHOTO BY DUNCAN RICHARDS