

NEXT MEETING:
June 16
*Enjoy our museum
 railroad! Bring a friend!*

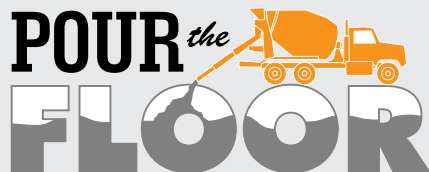


ALL ABOARD FOR INDUSTRY: Due to expected opening day crowds plus the call for rainy weather, one of our ex-New York Central stainless steel coaches was pressed into service behind LV 211. See more photos from opening day starting on page 4. PHOTO BY CHRISTOPHER PLAYFORD

Room for Growth

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May has come and gone with quite the buzz. May 15 was opening day, and by all means was a record setter. We hosted a special event in conjunction with WXXI for the TV show "Dinosaur Train" and the turn was amazing. A little over 1300 people came through the gate at the NYMT; and only about 700 of them got to ride the rails, the remainder leaving with rain checks. And, speaking of rain, it shure was wet! At the last minute it was decided to use the LV 211 and one of our New York Central *Empire State Express* coaches; it did a great job keeping people dry! Many thanks to everyone who helped pull that very busy and very wet day off.

Now that the season has started it is time to focus on a few projects for the year. Firstly, we will be finishing up the West Siding, having to construct about another 200 feet of track. Once this is completed, we'll be able to start relocating our coach-

es onto the siding - imagine the sight of all that stainless strung out in a single cut! This doesn't mean the cars are done though; there is still painting and interior work to be done on Coach 1; along with a variety of other tasks on all the cars. The completion of the West Siding will be a priority project for this summer.

Hopefully, as the Fall season approaches, we will be ready to clean out more of the Restoration Building and continue the installation of our new concrete floor. As you may recall from past issues of *THE SEMAPHORE*, the flooring we installed this past fall has already paid many dividends in helping us work on our equipment. With these few key projects coming up, there will be plenty to do... Especially when you consider we need to keep the railroad running and open for the public too! So come on out and lend a hand!

—David Scheiderich, President

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



CHAPTER BALLOT RESULTS

This year's ballot included a proposition asking the members whether or not they wished the museum to continue its affiliation with the National Railway Historical Society. The proposition passed by a vote of 31 for and 22 against the change. The board will now undertake actions to carry out this mandate.

Those who have paid their NRHS dues for 2011 will continue to be members of the NRHS for the remainder of the year. Beyond the end of the year, those who want to continue their membership in the NRHS may do so as "at large" members or affiliate with an existing chapter. The museum will no longer collect NRHS dues. The museum will continue to operate as usual and our monthly meetings and museum operations will continue without change.

In the coming months, there will be additional changes regarding our withdrawal from the national organization. It will be a long process spread out over many months. Our bylaws will require revisions, and the membership renewal process will be changing somewhat. We will be offering up new shirts and name tags as well that feature our new logo. Stay tuned, as these details will come along in future editions of the Semaphore. If you have any questions about the process, please don't hesitate to contact myself or any other member of the board.

—David Scheiderich, President

UPCOMING CHAPTER PROGRAMS

In June, July and August our third Thursday meetings will be held at the depot at Industry. Dave Scheiderich and his crew promise some train activity in which you can ride. Invite your friends also. It is a great way to acquaint them with our facility.

In September we resume our meetings at the Forty and Eight Club. Featured is our member, **Ted Miller**, who will tell us all about Digital Photo

Restoration. In October, **Irene Szabo** will present in her inimitable fashion her slides of the Cass Railroad in West Virginia. November's meeting will be a special treat when **Mike Root** tells us all about High Speed Rail, the things we wondered about but were afraid to ask. In December we bring **Craig Woodworth** in from Tonawanda to present *Coast to Coast by Rail*.

Fortunately, we have no shortage of programs coming up! The dates for 2012 are completely filled. Before some cancellations were received, September 2013 was our first open date. Things have changed and I would like to fill the February and April dates in 2013. We will be featuring two separate Lehigh Valley nights in late 2012 and January 2013 where members will be invited to share any Lehigh Valley Railroad memorabilia.

If any of you have a program that you would like to present, please contact me. Call (585) 427-9159 or email haroldrussell@juno.com.

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. The library hours will remain the same this summer with it being open the first and third Mondays at 6:30 pm at the 40&8 Club. We have a outstanding collection of various railroad magazines such as *Baldwin Locomotive Magazine*, *Railroad Magazine*, *Vintage Rails* and *Classic Trains*. Looking to get involved? Any volunteer help is appreciated. Please contact Bob Fleck by email at rcfleck@rochester.rr.com or call (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:

July 21

R&GVRRM - Industry, NY



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM CONTACT INFO

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MOTIVE POWER SUPERINTENDENT

Joe Nugent

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MOTIVE POWER

RG&E 1941: Joe Nugent and Mark Wilczek cleaned the clutter off RG&E 1941 in preparation for the last of the restoration work. Chris Hauf also continued to sand engine cowl doors. Work will continue this spring to prep the locomotive for paint. This will include the last of the body work on the cab. Joe Nugent is also fabricating the last of the parts required for the #2 throttle linkage modifications. Once complete, the governors on each engine can be matched. Finally, Joe Nugent is installing a more common air compressor governor on the locomotive. The old governor was of an obsolete design and did not allow for an optimal main reservoir pressure.

LV 211: Our former Conrail RS-3m is up and running for the season! After pre-lube, watering, and a thorough inspection, this locomotive started without issue. We've already put her to work in passenger service this year. LV 211 ran for the public during our first two operating weekends. This locomotive was also used for a couple switching operations in the upper yard.

EK 9: Our former Kodak Park Railroad RS-1 is also up and running for the season! Chris Hauf did a lot of the prep work to get the locomotive ready to start, including lots of cleaning, greasing and lubing. The locomotive was also topped off with water and thoroughly inspected. Jim Johnson was on hand to "stone" the main generator and inspect it for proper operation. Unfortunately, this locomotive will see limited service this year. It's wheels have sharp flanges, which like to chew up our railroad's rail. The draft gear is also shot, which makes for lots of jarring slack action. We plan on moving her at least once this year under her own power.

EK 6: Our other Kodak Park Railroad



INCREASED GANG ACTIVITY: Reviving an old tradition, the Tuesday Night Track Gang works in the Hill Block earlier this season as the museum was preparing for our season opening on May 15. They continue to work every Tuesday evening and welcome your help—No experience required! PHOTO BY CHRIS HAUF

engine is being pressed back into service for the summer! This August will mark her 30th anniversary at the museum. Look for this locomotive to be running in July.

R&GV 1654: Work continues on 1654's sanding system. New delivery pipes have been fabricated for the front axle of the locomotive. The front of the locomotive should have sanding capabilities by the time you read this article. The rear sanders will be installed after a few more parts arrive in the mail.

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

TRACK CARS FOR 2011 SEASON

Thanks to the efforts of Bob Mader, Bob Achilles and Bob Miner among others the track cars are alive and well again. Jim Dierks has been busy booking weekday groups and our Sunday operations are busy again. There are four immediate operating opportunities for June 26, July 3 and July

10 that I would like to fill. Besides Sundays, we have a few weekday trips available. With a limited number of operating opportunities remaining this year, I am sure you do not want to miss out. Sign up now by contacting me at (585) 427-9159 or by email at haroldrussell@juno.com.

TUESDAY NIGHT TRACK GANG

After a several year hiatus, the Tuesday Night Track Gang has reappeared! Veteran track workers Rand Warner, Duncan Richards, Rick Israelson, and Dave Chapus have helped to re-start an old tradition at the R&GV Railroad Museum. In past years, Randy Bogucki and Mark Pappalardo organized groups of volunteers to help change ties, clean ballast, clear brush, and do general Maintenance of Way work. Since the last week in April, we have met at Industry Depot, and traveled north along the line to do tie work. After just a few weeks, already over a dozen ties have been replaced with brand new ties and spikes.

The return of TC-4 in late May has been a nice addition to the Track Gang, and we wish to thank Bob Mader and Norm Shaddick for their many months of work



MUSEUM NEWS



OPENING DAY CROWDS: We kicked off our 2011 operating season on Sunday, May 15 with a special promotion in cooperation with NYMT and local PBS station WXXI. A coordinated advertising promotion by WXXI helped draw the record crowds to our museum. Despite the poor weather, hundreds of visitors came out to tour our museums and ride our trains. Lines were out the door at NYMT (TOP). We decided to press one of our ex-NYC coaches into service (ABOVE LEFT) to handle the crowds and protect them from the weather. A visitor holds out their souvenir ticket (ABOVE RIGHT) for inspection by the conductor. Visitors enjoyed touring our depot and exhibits at Industry (RIGHT). PHOTOS BY CHRISTOPHER PLAYFORD



MUSEUM NEWS



Charlie Lowe fulfills the role of conductor (TOP LEFT) aboard NYMT Car 161. Despite heavy rains throughout the day, (TOP RIGHT) many visitors enjoyed visiting Industry Depot. That's your museum president David Scheiderich (ABOVE LEFT) riding the front deck as conductor of LV 211 heading down the hill into Industry Yard. NYTM's Charlie Lowe assists visitors (ABOVE RIGHT) boarding Car 161 at Midway Station. It was great seeing one of our former New York Central coaches pressed back into service carrying passengers again after an absence of several years from our museum operations. Thanks to the many volunteers who worked together this weekend to make it a huge success for both museums! PHOTOS BY CHRISTOPHER PLAYFORD



MUSEUM NEWS

on that car. Our TC-4 is also a long-time veteran of the Tuesday Night gang.

If you have Tuesday evenings open, and would like to take a swing with the spike maul or try out the tie tongs, there's always room for more. We meet at Industry around 5:00 p.m. and work until dusk. We ask that you wear proper footwear and gloves, as well as work clothes that you don't mind getting dirty. If you have any questions, please contact anyone from the Tuesday Night Track Gang.

—John Redden

SHOP DONATIONS NEEDED

With the good weather finally looking like it is here to stay, we are waking up, working on, and utilizing more of our railroad and heavy equipment although we did have a lot of progress over the winter working in the shop. To get and keep our machines running, we need shop supplies on hand to insure we have what we need when we need it. There is nothing worse than needing supplies only to find we have none on hand and you have to take an hour out of the day to run to the nearest store. We have some materials on hand already, but here are items we could use donations of immediately:

- WD-40
- PB Blaster
- Silicone spray
- White grease spray
- Dry spray lube
- Chain/wire rope lube
- Starting fluid
- Non-detergent 30W oil
- 6 gallons 50/50 antifreeze
- 1 gallon Kroil
- 10 14oz. heavy duty grease tubes (Lucas Red&Tacky #2/Lucas Xtra Heavy Duty/Valvoline)
- Funnels (all sizes)
- Red shop towels (any quantity)
- Rolls Scott Blue shop towels

We welcome as little or as much as you can donate. Every can counts! Items can be delivered to the restoration building (place them on the work bench in the southeast corner and we will load them into the cabinet) or to the sign in desk in Industry depot in the north waiting room. Please do



These Boy Scouts from Troop 86 in Brockport visited the museum on Saturday, April 30. They biked up the Genesee Valley Greenway trail from as far north as the CSX tracks. After their ride, they ended up at the museum and the Scouts spent the night sleeping in our cabooses. They toured our museum pieces and generally had a good time. Museum member Jesse Marks was once a Scout in this troop and his Eagle Scout project was restoring the REA baggage cart currently sitting next to the museum. His brother Jason installed new mile posts and station signs as his Eagle project. Perhaps one of these Scouts will contribute their service to our museum someday? PROVIDED BY CHARLIE MARKS

not put items in the agent's office or south waiting room as we are now open for the season including weekday group tours. Also please let us know what you donated so we can acknowledge your donation. Please let Chris Hauf, Dave Scheiderich, or Joe Nugent know if you have any questions. Thank you for your generosity!

—Chris Hauf

SHOP AIR INSTALLATION

With our new concrete slabs in the shop, the museum has started to invest in and install some of the systems our volunteers need to work properly and effectively. The first such system is compressed air. The museum has purchased a large Ingersoll-Rand 80-gallon air compressor along with a refrigerated drier to insure we have moisture free air for painting and sandblasting. Rob Burz designed and built the enclosure and has been working to install and plump the compressor. Our electrician, Jim Johnson, has also been working in earnest to install the necessary conduit and wiring to supply power to the

system. We hope by the time you read this, the system will be up and running providing air for prepping and painting RG&E #1941. Over time, piping will be install down the sides of the shop to provide air drops around the shop for all sorts of tools which we will be able to install once we complete the concrete floor and pit.

—Chris Hauf

INDUSTRY DEPOT CLEAN UP

On May 8, Joe Nugent and Otto Vondrak cleaned out some of our display cases in the Industry Depot waiting room, and removed excess materials from the agent's office as well. This is the first step towards creating relevant displays inside the depot that will help our visitors better understand the role of train stations and how they once shaped our communities. Please help keep our station clean and free of clutter!

—Otto M. Vondrak

LANDMARK ANNIVERSARIES

This coming August marks two very important landmark dates in the develop-

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

ment of our museum and our mission of preserving local railroad history. Over the weekend of August 7-9, 1981, volunteers from Rochester Chapter reinstalled the switch that would once again allow us access to the outside world. With the full cooperation of local Conrail officials, the work was completed on time and to the satisfaction of all. On August 15, the switch was connected to siding at Industry. On August 16, Kodak Park Railroad #6 was moved under its own power from Kodak Park all the way down to Industry, under the auspices of a three-man Conrail crew. En route, EK 6 also picked up our B&O baggage car #633, which was stored on the team track at West Henrietta. Both were spotted on our new siding by 11:00am. This was only the beginning for our fledgling museum, and plans were "full steam ahead" for expansion.

From the September 1981 issue of THE SEMAPHORE, "PLANS FOR SEPTEMBER/OCTOBER: Survey track route from Depot through switchback up the hill to



end of track from New York Museum of Transportation. Rough and fine grade new track route; then start ballasting and track-work." The rest, as they say, is history. Look for more details in the next issue of THE SEMAPHORE.

—Rand L. Warner.

EASY DOES IT: Norm Shaddick guides the rebuilt TC-4 track car back onto the rails as Rand Warner watches on. Bob Mader is the man behind the forklift. TC-4 is the primary track car used by our MOW forces, and can be used in a pinch to back up our passenger fleet. PHOTO BY JOE NUGENT

We need Depot Guides for 2011

We need your help to keep our museum open to the public. Please contact Mike Root at mikeroot@clearwire.net.

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

Sunday, July 10 - Sunday Ops

Saturday, July 16 - Trolleys by Twilight

Sunday, July 17 - Sunday Ops/Birthday

Sunday, July 24 - Sunday Ops

Sunday, July 31 - Sunday Ops

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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ROCHESTER, NY 14692-3326

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Chapter Meeting:

June 16

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

Next Chapter Meeting:

July 21

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



HEY, STRANGER: Thanks to our dedicated volunteers, our former Kodak Park Railroad Alco RS-1 #9 rumbles to life for the first time in two years. This locomotive was originally built in 1950 for the Chicago & Western Indiana, the switching and terminal road for Dearborn Station in Chicago. In 1971 it was sold to Genesee & Wyoming (No. 44) who in turn sold it to Kodak Park Railroad. It was donated to the Rochester & Genesee Valley Railroad Museum by Kodak in 1996. Read more about this locomotive on our web site, www.rgvrrm.org or see page 3. PHOTO BY JOE NUGENT