



Boy Scouts from Troop 4070 of Geneseo, New York, came out to learn about the world of railroad preservation and enjoy the wild surroundings of our property, while contributing a few volunteer hours in the process (See page 3). We're always happy to host Scout troops for visits and community service projects. How can we get more young people involved at the museum? DAVID SCHEIDERICH

A New Direction

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At a recent Board meeting, we were discussing our current situation and looking ahead to the future. It made me consider what a good position we are in and how much we have accomplished compared to other groups in our region. We have managed in our near 75 years of existence to create a substantial museum that actually operates its own equipment — The only such operation in the state! What was once a dream was put into action by members of our organization more than 40 years ago with the purchase of Industry depot.

What can we do so that we are still here in 40 years? How do we stay relevant in the eyes of the public? We have preserved an interesting collection of railroad history, how do we ensure its continued survival? How do we increase public attendance and raise awareness? What will be our future

source of income for our many activities? These are the questions that have guided the Board as we form a plan for the coming year and plan for financial challenges that we will undoubtedly face.

In 2011 we voted to leave in the NRHS as we approach our 75th year as a preservation and historical group. We are also moving to transition this newsletter from print to digital distribution. Down the road we will be making more changes, as an organization that does not evolve and adapt will never survive in this ever-changing environment. I welcome input from you to help better shape our organization for the years to come.

We have many exciting projects ongoing at the museum, and they can all use your support, no matter what form it takes.

—David Scheiderich, President



www.rgvrrm.org

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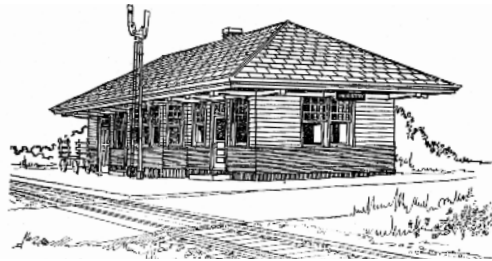
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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



WELCOME NEW MEMBERS

Please join me in welcoming our new members, who were voted in at our September meeting. Please welcome **Dudley Pease**, from Rochester, is interested in trips. **Ashley Stewart** and family (John Stewart's daughter), from Rochester, is interested in trips. **Nathanael Nerode**, from Ithaca, is interested in rolling stock restoration, signaling, and MOW. **Jerry Lederthiel** is a previous member who is rejoining us! **Kyle Mark**, from Canandaigua, is an RIT student and member of the RIT Model Railroad Club, is interested in everything we have to offer, with special talents of photography and videography. Welcome aboard!

— Sam Rosenberg, Membership Chairman

UPCOMING PROGRAMS

In October we resume our meetings at the **Forty & Eight Club on University Avenue in Rochester**. NOTE PROGRAM CHANGE FOR OCTOBER: Due to illness, **Irene Szabo** will not be able to present her program on Cass Scenic Railroad. Instead, **Vern Squire** from the New York Museum of Transportation will be presenting "Railroads of the Civil War" on October 20. We wish Irene a speedy recovery! The November 17 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. On December 15 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 Museum 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.

UPCOMING SHOW APPEARANCES

As one of the ways we do our part to promote our unique joint museum experience to the general public, the R&GVRRM will have a booth showcasing our mission of education through historic preservation at the following upcoming train shows:

November 13 - Batavia Train Show, at Batavia Downs in Batavia, New York

December 10-11 - Tiger Tracks Train Show, at the Gordon Field House on the RIT campus in Henrietta, New York.

We can use your help! Please contact Don Wawrzyniak for more information.

Visit us at www.rgvrrm.org

JOIN THE MUSEUM TODAY

Annual Dues: \$25.00

Rochester & Genesee Valley RR Museum

P.O. Box 23326

Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:

November 17

40&8 Club - Rochester, NY



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER

RG&E 1941: Work continues on this locomotive as we prepare to return it to service. Volunteer Chris Hauf continues to work on finish painting and lettering.

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

BYLAWS CHANGE

To be voted on at the next general membership meeting: *Article 7 Committees;* Section 4.8 Semaphore Committee:

4.8.1. Prepare, print and distribute a RGVRRM newsletter named "The Semaphore" on a monthly basis.

Change to:

4.8.1. Prepare, publish and distribute a RGVRRM newsletter named "The Semaphore" on a monthly basis.

NEW MUSEUM LOGO GEAR

The R&GVRRM is again offering a variety of clothing and a baseball hat featuring the new "R&GV Railroad Museum" logo. Available are: T-shirts in ash or forest green (with and without a breast pocket) \$15, short sleeve golf shirts in forest green \$22.00, crew neck sweat shirts in ash or forest green \$25.00, Hoodie sweatshirts in ash or forest green \$25.00, and long sleeve denim shirts (light denim) \$25.00, and all black baseball hats \$15.00.



Boy Scouts from Troop 4070 of Geneseo, New York, camped out in our cabooses on Friday, September 23, under the supervision of museum volunteer Dale Hartnett. The Scouts helped paint our mileposts and whistle markers along the right of way. DAVID SCHEIDERICH



WAITING ITS TURN: Former Rochester Gas & Electric GE 110-tonner #8 awaits outside the museum's restoration shop for its turn inside. This locomotive will be next in the shop once the former RG&E #1941 is complete. The #8 will receive two new air tanks amongst other mechanical repairs and improvements. The new tanks were funded by grants from the National Railway Historical Society and the Amherst Railway Society. The new tanks are already on site, and we are looking forward to getting them installed later this year. CHRIS HAUF

Youth sizes are available in the t-shirts and sweatshirts, however, all orders will be assumed to be adult unless otherwise specified. All items need to be ordered as we will not keep any inventory of these items. Delivery is typically 1 to 2 weeks.

Interested in ordering an item? Please contact Chris Hauf at crhauf@frontiernet.net or call (585) 381-8583 to place your order or for any questions/special requests. You may pay for the item on delivery and orders may be placed at any time.



Don't let the rust fool you!

Your museum has been presented with an excellent opportunity to save a Lehigh Valley steel caboose from the scrapper's torch! We have been looking for a caboose like this for some time to help enhance our collection of equipment with ties to the local area. What's more, this caboose has been made available to us right in our own back yard. Don't let the rust fool you, this car is a solid example of a steel bodied caboose with a complete and intact wooden interior. Built for the Lehigh Valley in February 1941, LV 951000 was one of 105 Northeastern-style cabooses built by the railroad between 1937-46. The caboose was transferred to Conrail in 1976 and became CR 18632 and became their Class N-5G. It was retired and purchased by a private individual and moved to Manchester, NY, in 2005. Thanks to generous donations from an enthusiastic public, we are taking steps towards bringing this caboose home to R&GVRRM for a complete restoration to operation. Look for more details in upcoming issues of *THE SEMAPHORE*. Want to get involved? Contact project foreman Otto Vondrak at ovondrak@yahoo.com.

TOP: Caboose LV 95100 at Sayre, PA, on the last day before Conrail, March 1976. JOHN DZIOBKO, JR.
ABOVE, ABOVE RIGHT: The caboose as it appeared in 2011, with nearly complete interior and some surface rust on the body exterior. The car is in remarkably good shape despite its age.
 PHOTOS BY JOE NUGENT



Logos have been applied! The replica RG&E logos were placed on the engine during the Saturday, October 1 volunteer work session, applied by Chris Hauf and Mark Wilczek. Thanks to Sign Blazer Signs for making them for us from our artwork. Thanks also to R&GVRRM members Chris Hausler and Janet Dittmer for donating the cost of having them made! The builder's plates are replicas we had made a few years ago, thanks to Joe Nugent and Otto Vondrak. CHRIS HAUF PHOTO



New step boxes are painted and ready to go, thanks to Chris Hauf and Joe Werner.

Getting closer!

Work continues on reassembling the final parts that belong to RG&E 1941 so that it can once again return to service. Thanks especially to Joe Nugent, Chris Hauf, Mark Wilczek, and several others who have helped with recent efforts! We are looking forward to completing RG&E 1941 and making room in the shop for our next project. We'll need your help to make it happen... Find out how you can get involved!

Seashore progress on NYSR 1213

Rochester's streetcar service came to an end in March 31, 1941 with the termination of the Route 1 Lake Avenue route. Car 1213 was stripped of any usable hardware, but the body was purchased and moved to nearby Webster, New York, where it reposed as a shed for many years.

The Seashore Trolley Museum in Kennebunkport, Maine, is the world's oldest and largest museum of mass transit vehicles, numbering 260 as of 2010. Among that collection is former New York State Railways Rochester Lines "Peter Witt" car 1213, which was rescued from the property in Webster, and brought to the museum in Maine in 1985. The car was moved into Seashore's restoration shop in 1993, and rebuilding work commenced in 1994. Between 199 and 2001 a new under-frame was constructed and slid under the original body.

On behalf of the membership of the Seashore Trolley Museum, I would like to thank the Rochester Area Community Foundation for their continuing support of the restoration of New York State Railways Rochester Lines "Peter Witt" trolley car no. 1213. The Community Foundation is making the restoration of this very significant piece of transit history return to its original state following the wishes of Lloyd Klos, who was very interested in the preservation of Rochester streetcars. He set up the Lloyd Klos Foundation for Historic Preservation, now administered by the RACF in which the preservation of Rochester streetcars is specifically named.

His contribution via the Foundation has encouraged significant donations from the Seashore Trolley Museum's membership, thus leveraging the funds available for restoration work supported by each grant. One very interested member alone has pledged to double the RACF grant. These grants have allowed work to continue without interruption. Our first grant was received in 2006, with a second following in 2008.

New steel siding installed between 2009 and 2010, and the car body was further stabilized and placed on trucks. The destination sign box was rebuilt, and the center door frame is being rebuilt.

The overall goal of the restoration work



Rochester's 1200-series "Peter-Witt" style streetcars were the mainstay of the surface fleet through the end of streetcar service in the 1930s and 1940s. This photo of car 1247 is similar to car 1213 currently under restoration at Seashore Trolley Museum in Kennebunkport, Maine. Peter Witt was a Cleveland Railway commissioner, who designed a model of streetcar, which is known by his name, and was used in many North American cities. This design was distinguished from other streetcars of the era by its use of the center door as an exit only, with a conductor stationed inside just in front of the door. Passengers could board through the front doors without waiting; they could pay the conductor immediately and sit in the rear of the car, or wait in front and pay just before they exit. This had the effect of reducing dwell time at stops, improving schedule times and increasing capacity.

is to recreate car 1213 as it was in its later 1930's period of its operation in Rochester. It was one of 50 cars constructed by the Cincinnati Car Company. Some of the other cities operating similar cars were Buffalo, Cleveland, Syracuse and Indianapolis. At this time the most important aspects of the project involve closing in and stabilizing the main part of the body from the front bulkhead arch through the rest of the body.

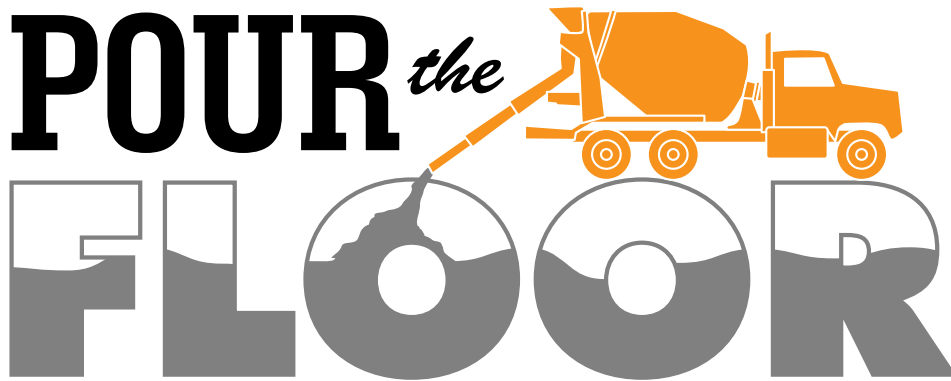
Plans for 2011-2012 include a complete rebuilding the original center door frame, using some of the original steel with new steel spliced in. We also wish to complete the unique sign box frame over the center door, and assemble and install the door and sign frame and join them to the siding that is in place on the car. We will then complete the installation of the steel siding on the door side of the car body from the rear corner to the front door post. With the installation of this unique part of the structure, the car will further take on its final appearance as well as become more stable.

Although the Peter Witt cars were prominently featured in the electric railway industry publications of the day and the articles contained many technical details, there are virtually no extant blue-

prints in existence detailing their body construction. Fortunately the trolley company's legal department maintained an excellent set of photographs showing damage to various areas of the 1200-series of cars. These are now in the files of the New York Museum of Transportation in Rush, New York. Thanks to them we now have a set of these excellent quality black-and-white copies which have been very useful in doing the body work on 1213. They also have made available to us some builder's photographs.

The NYMT's Charlie Lowe in his letter of June 1, 1999, making the photos available to the Seashore Trolley Museum, stated, "There are several photos on this list that will be of use to you in recreating the center door on NYSR 1213. From what I gather by looking at the photos, the center post between the two doors at the center door opening was very susceptible to damage in automobile accidents the 1200's suffered in the 1920's. The Company's loss is our gain because many of NYMT's accident photos do show excellent detail on the center door area. I hope all is going well with 1213 and otherwise; your progress with 1213 sounds just wonderful!"

—Donald G. Curry, Project Manager



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

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.

Sunday, October 9 - Fall Foliage Train/Trolley
Sunday, October 16 - Fall Foliage Train/Trolley

Sunday, October 23 - Fall Foliage Train/Trolley
Sunday, October 30 - Fall Foliage Train/Trolley

Thank you to all our volunteers who helped make the 2011 operating season another success!

IMPORTANT MAILING CHANGES

Our treasurer received the renewal notice from the Postal Service for our non-profit mailing permit, which is an annual recurring cost based on volume mailed. As our plan going forward is to mail THE SEMAPHORE only to those members who *request* a mailed copy, and pay \$5/year for that service, the sense of the board is to not renew the bulk permit. As it stands, the bulk permit expires October 10, 2011. Pending the ratification of changes to our by-laws, we will plan to mail the October, November and December 2011 issues to members for whom we have no email address for no charge. **The charge for mailing physical copies will begin with the January 2012.** Of course, downloading the PDF version will always be free (and will have the additional benefit of arriving in a much more timely fashion).

Why are we doing this? As we look for ways to cut costs and operate in a more efficient manner, we expect to realize actual savings from printing and mailing fewer physical copies of our newsletter. The newly implemented \$5.00 fee will help cover the costs to continue mailing the newsletter to those who request it.

What's more, the electronic version of the newsletter can be delivered in a much more timely manner than our current bulk mailing system allows. As we have many projects ongoing simultaneously, good, timely communication is important!

How will I read this newsletter on my computer? The newsletter will be available to our members as an Adobe PDF file. To open the file, you'll need a copy of Adobe's free Acrobat Reader software (it's probably already installed on your computer). Rather than send a large file attachment to your email each month, we will broadcast an announcement to our members when the latest issue is ready for download. You can currently view all of our newsletters going back to 1996 on our museum's website by visiting <http://rgvrrm.org/newsletter>.

We will publish more details about the mailing change as we get closer to the deadline. Thanks for your support during this exciting period of transition!

—Otto M. Vondrak, Editor

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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Chapter Meeting:

October 20

7:30 PM at 40 & 8 Club
900 University Ave., Rochester, NY

Next Chapter Meeting:

November 17

7:30 PM at 40 & 8 Club
900 University Ave., Rochester, NY

— find us on Facebook: facebook.com/rgvrrm —



Buffalo & Pittsburgh 3000 (an ex-B&O GP40) leads the Rochester & Southern GW-1 south past MP 10 at Retsof, New York on July 17, 2011. This track-age is the former Genesee & Wyoming, now operated at the Rochester & Southern. DAVID SCHEIDERICH