

**WOULD YOU BUY A USED CABOOSE FROM THESE GUYS?** Museum president Dave Scheiderich along with volunteer Chad Timothy, vice president Joe Nugent, and volunteer Luther Brefo proudly stand in front of our museum's latest acquisition, former Lehigh Valley 95100. Thanks to countless private donations and assistance from museum volunteers, the caboose arrived safely at our museum on October 29. See page 4 for details. JEREMY TUKE PHOTO

# Season Wrap-Up

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Another successful operating season has concluded, and we owe it all to the hard work and dedication of our volunteers. Despite the economic woes of our region, thousands of visitors decided that we were worthy of their entertainment dollar. Attendance was up this year, thanks to some carefully placed promotion in the local media. While success is good, we will have to come up with some concrete solutions to address the issue of capacity on our trains. As more and more folks discover the attraction of the only electric trolley ride in the state, we will have to find a better way to handle peak crowds.

I am always pleased to report that the season has wrapped up without incident. We cannot afford to be careless when it

comes to operating our railroad, and the safe handling of trains and transport of our visitors is paramount. It takes countless volunteer hours to maintain the railroad and keep our facilities in a state of good repair, but a special thanks goes to Mike Root for arranging depot guides for each Sunday and weekday tour group. Without depot guides, there is no museum to visit.

We're also excited about our newest arrival, former Lehigh Valley caboose 95100, which was rescued from a local scrap yard! You can read the full story about this car on Page 4.

Looking forward to seeing everyone at the museum this season as our activities move indoors. Highball!

—David Scheiderich, President



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

#### CHAPTER OFFICERS

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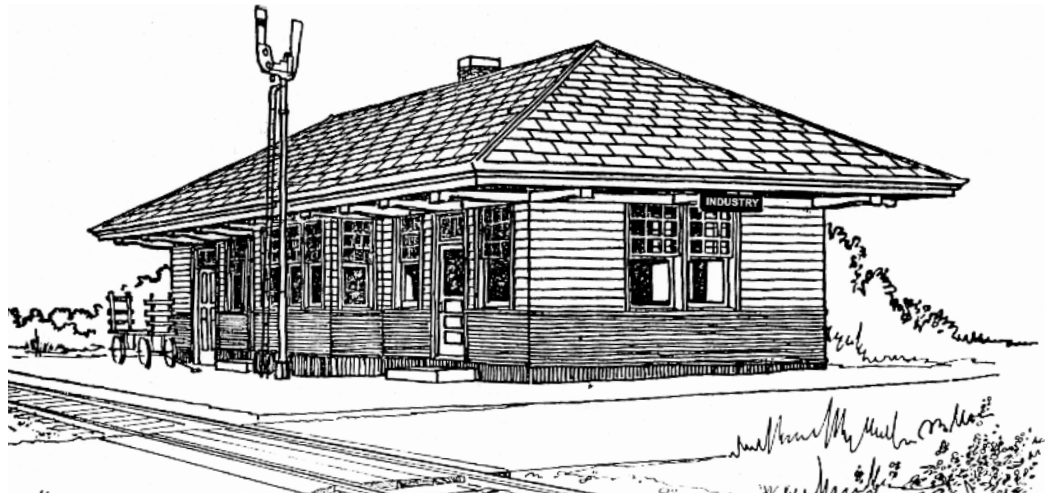
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Bob Miner  
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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



#### WELCOME NEW MEMBERS

Please join me in welcoming our new member, who was voted in at our October meeting: **Lance Erickson** of Gilbert, Iowa. Welcome aboard!

—Sam Rosenberg, Membership Chairman

#### UPCOMING PROGRAMS

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, our own **Chris Hauf** will present a show about New York Central's "Empire State Express." As you may know, we have several Budd stainless steel coaches from that initial 1941 order that were built to re-equip that famous train.

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](mailto:haroldrussell@juno.com).

#### 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 is open the first and third Mondays of each month and also before our monthly meetings. A large number of books, tapes and more have been added over the summer for our members to enjoy. A big thanks go out to **Bill Limburg** for making six large bookcases for our growing collections. 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 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](http://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](http://WWW.RGVRRM.ORG)

### MUSEUM CONTACT INFO

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### MOTIVE POWER

Finish work continues RG&E 1941, thanks to volunteers Chris Hauf and Mark Wilczek. LV 211 has been drained and put on trickle charge for the winter. R&GV 1654 remains on standby.

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*

### BALLAST TAMPER

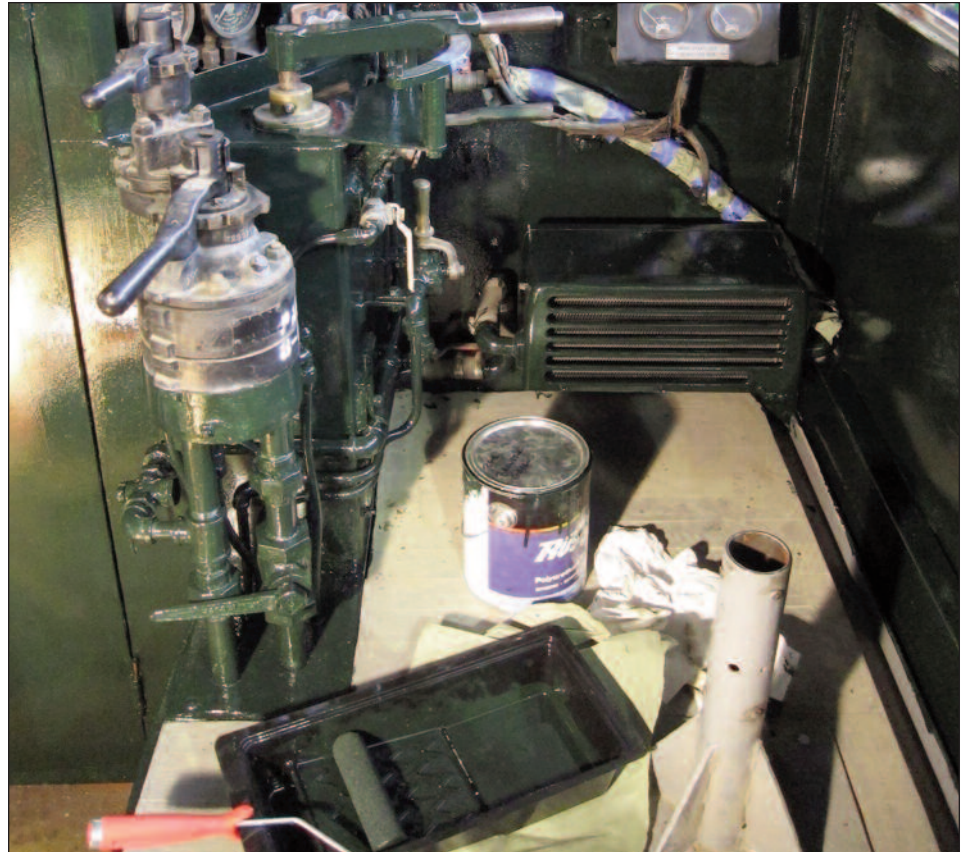
Our mechanical Ballast Tamper is alive as of Nov 1, thanks to a long rebuild by volunteer Bob Zigler, and others; the rare Detroit Diesel 2-53 came to life once again on the Tamper. To celebrate; the tamper was lubed up and went to work on the new West Siding! Having the tamper active once more will help save a lot of aching backs this season!

—David Scheiderich

### NEW MUSEUM LOGO GEAR

Get your new logo gear! 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. Questions? Interested in ordering an item? Please contact volunteer Chris Hauf at [crhauf@frontiernet.net](mailto:crhauf@frontiernet.net) or call (585) 381-8583.

—Chris Hauf



**FINISH WORK CONTINUES:** Chris Hauf and Mark Wilczek have been working on completing the interior finish work to R&GE 1941's cab. Here we see the locomotives control stand with the decorative panels removed from the switch and gauges, but with a second coat of new paint. This photo is from October 22, and the cab since received its third and final coat of paint! CHRIS HAUF PHOTO



**NEW ROOF FOR MIDWAY:** With the 2011 joint operating season over and winter snows just around the corner, the R&GVRRM decided to undertake the replacement of the roof on our ex-Rochester, Lockport & Buffalo Railway interurban waiting room, seen here this past summer, that acts as our "Midway" station where we transfer people from the New York Museum of Transportation's trolleys to our diesel powered trains. This photo from November 2 shows the subroof has been removed. materials are already on hand for replacement. PHOTO BY CHRIS HAUF



## Can we turn this...



## ...into this?

How we saved a Lehigh Valley caboose and our plans for complete restoration



**TOP:** On October 29, LV 95100 arrived at our museum, thanks to the efforts of so many private contributors and museum volunteers. PHOTO BY JOE NUGENT  
**ABOVE:** Caboose LV 95100 at Sayre, PA, as it appeared on the last day before Conrail, March 1976. JOHN DZIOBKO, JR.

**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, and it is now the latest addition to the collection of the Rochester & Genesee Valley Railroad Museum. Originally built in February 1941, Lehigh Valley 95100 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 part of their Class N-5G. It was retired and purchased by a private individual and moved to Manchester, New York, in 2005. And that's where our story begins.

The caboose was brought to Manchester with the idea of making is part of a retail center to be built around the old school grounds. The car sat on the owner's property for years, in plain sight if you knew where to look for it, with the body resting on the ground, and the trucks laying nearby. Plans for the retail center fell through, and the owner began quietly looking for a new home for the caboose.

Some officers of our museum were made aware of this caboose a few years

ago. While we would have gladly accepted a possible donation, the owner was looking for far more money than the museum had available for such a purchase. And life went on as usual until September 12, 2011, when a chance conversation with fellow enthusiast Don Brown resulted in the query, "Hey, wanna help save a Lehigh Valley caboose?" Apparently, the owner was now looking to have the caboose off his property and had come down in price. Several folks had banded together to purchase the car and donate it to a worthy home. Might our museum be interested? The answer was an enthusiastic, "YES!"

The next day, your museum president Dave Scheiderich and vice president Joe Nugent made a visit to Manchester to meet with the owner and inspect the caboose. A thorough inspection was made, and while the outside showed some rust, the inside revealed an interior largely unchanged since the day it rolled out of the shop.

On September 14, further arrangements were made for private donations. It appeared that everything was going well, and queries for trucking were made.

On the morning of September 15, Don Brown was heading out to meet with the owner to hand over a check for the purchase of LV 95100. As he rolled up the driveway, he was shocked to see the caboose being loaded onto a flatbed trailer! The caboose had been sold, and there was no talking the owner out of the deal. What's more, he would not disclose who he sold it to. Defeated, the news was shared, and we assumed the worst.

About a week later, we finally learned that the caboose didn't go very far at all. In fact, it was still in Manchester, at **Empire-Becks Recycling!** Early on the morning of Friday, September 23, museum trustee Otto Vondrak made a frantic call to the scrap yard to possibly arrange a stay of execution for LV 95100. Speaking with the manager, it was learned that the caboose was indeed in their yard, and still intact. What's more, they were very glad to work with us to save the caboose. Unfortunately, the purchase price had now doubled, as the scrap yard needed to make back what they paid out. Could we do it?

Due to the time constraints involved, the



# MUSEUM NEWS

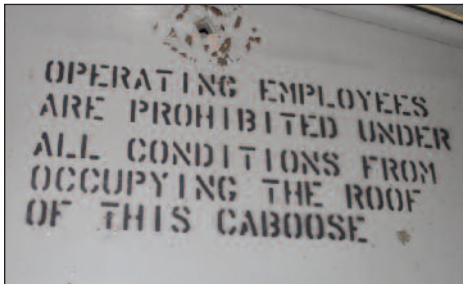


opportunity was presented to the board via email (with a written proposal). After some discussion, it was agreed by overwhelming majority that this caboose would make an excellent addition to our collection and we should definitely act. However, because of the museum's current financial condition, all of the money to acquire, transport, and restore this caboose would have to be raised through private donations. The challenge was on, as we had a very brief window of time to work with the scrap yard.

On September 29, we began our new fundraising effort in earnest. Donations poured in from all over the (continued)



**CLOCKWISE FROM TOP:** The body of LV 95100 being loaded at the scrap yard; Our caboose is ready to depart from Becks Recycling; All the comforts of home, the caboose's ice box is still intact; An inspection of the interior reveals that most of the walls and fixtures remain undamaged; As in Conrail days, volunteers will be prohibited from the roof. JOE NUGENT PHOTOS





# MUSEUM NEWS

region, as fans of the Lehigh Valley made contributions towards our effort. By October 6, we had raised more than \$9800 towards the purchase of LV 95100!

Joe Nugent worked to pull the whole thing together by coordinating fundraising efforts, trucking, crane lift and scrap yard relations. Otto Vondrak and Chris Hauf were designated to pursue fundraising avenues. Chad Timothy was designated to arrange trucking of the caboose trucks via **Liberty Underground** and caboose body via **WJW Associates** of Medina, NY. Luther Brefo was designated to arrange the crane operations with **Klug Crane Service** of Canandaigua, NY. John Stewart also assisted with some of the logistics. In the meantime, Joe Nugent made several trips to the scrap yard, often with offerings of donuts and museum hats, to work out the details with the scrap yard. We dealt with both Matt Eckdahl and Brad Cook at Empire-Becks Recycling. Both were very eager to work with us, and they really made this all possible. They also deserve a lot of the credit for saving the LV caboose.

## The Good, The Bad, The Ugly

As you can imagine, there's been a lot of talk about our latest addition to our historic collection. On the one hand, having a Lehigh Valley caboose in the fleet now gives us one example from every railroad that served Rochester, including a great companion for LV 211, one of the most popular and well-known pieces in our collection. It is also a wonderful example of a "northeastern" style caboose, which was in use by several railroads from Maine to the Mid-Atlantic states. What's more, once this caboose is restored to operating condition, it will give us added capacity to haul passengers throughout the season. Our volunteers are one of our greatest assets, and we will be building upon our experiences with our last caboose restoration, the rebuilding of our Penn Central transfer caboose (If you recall, it had been involved in a rollover, and our volunteers repaired the damage inside and out before it was restored to its original PC green).

Not everyone was in favor of bringing this caboose to the museum, however. "We don't need another mouth to feed," "We

already have enough equipment here that needs work," "We can't afford to take volunteers away from other projects," and "We don't need another half-finished project taking up space," were all comments that came back to the officers. While there's no one good answer to these questions, it's certainly worth discussing.

First off, we've been looking for a caboose like this to add to the collection for years. Aside from being in great shape overall, it was located only 30 miles away, which meant that trucking charges would be far less than some of our previous moves. Even though the purchase price doubled, all of these facts convinced us this was the right move for the museum. It should also be pointed out that no museum funds have been spent on this project. As we move to the restoration phase of this project, we will be engaged in more fundraising efforts to pay the way.

Why do projects seem to die off before they are finished? There are many reasons. Sometimes the people heading up those projects literally pass away, and there is no one to follow up to champion the cause. Sometimes the project leader drops out for any number of personal reasons. Sometimes it's a funding priority issue. And sometimes it's just a plain lack of enthusiasm.

So what makes this project any different? Well first, a lot of our younger members are involved, the same members who have put in countless volunteer hours and now serve in positions of authority at our museum. Second, there's a lot of enthusiasm behind this project, including from the general public and other historical associations. What a great way to partner with other groups and to reach out to the general public than with a project like this? Finally, since the progress on restoring this caboose is dependent on donations, work won't proceed until cash is in hand. Each phase of restoration is planned as a complete process, so that at no time will the caboose be open and exposed to the elements, with only some partial work done here or there.

We are hoping this project can serve as a model for other projects at our museum that have either sputtered out or are other-

wise stalled due to a lack of funds, volunteers, or both. If we're not excited about our work, how do we get the general public excited? How do we convince other groups that we are worthy of partnership?

A plan is being worked up for the restoration of LV 95100. Work on the interior will begin this winter, once mechanical repairs are complete that will allow for the car to be safely moved over our railroad once more. Once the interior woodwork repair and restoration is complete, we'll move to the exterior, to remove rust and prepare the steel surfaces for a fresh coat of Cornell Red. Want to get involved? Contact project foreman Otto Vondrak at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com).

In closing, if you have a project at the museum that you would like to see revived, then please get in touch with the Museum board. Let's work together to find ways to use our resources effectively to move our mission forward. We can do it with dedication, hard work, and innovative fundraising! *Get in touch with us!*

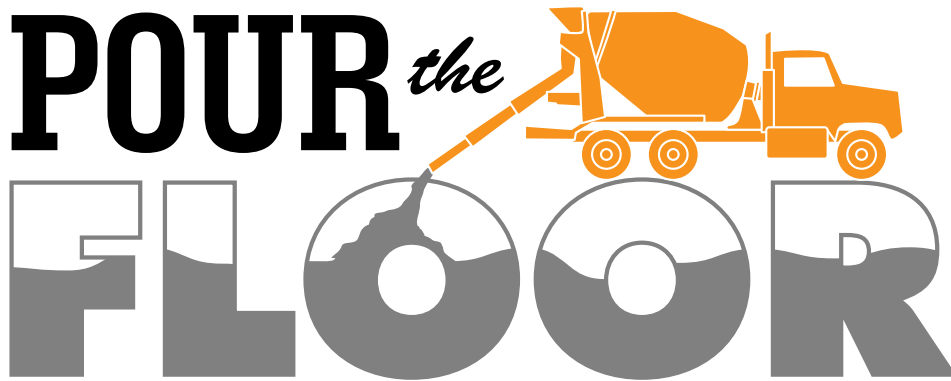
## A Note from Joe Nugent

I just want to take a moment to thank everyone for their support, both financially and morally. The last two months have been very long, and quite frankly, stressful. Emotionally, it was like riding a roller-coaster: We found an LV caboose and raised the funds to buy it, then we lost it, then we found it intact, then we found out the price had doubled, then we raised even more funds, then we hit hurdles with transportation, then we got it home safe and sound. But you know what? It was well worth the stress. I could not be prouder to be associated with a project like this, and a museum like ours. I can't put into words the joy I felt as we followed the caboose down Route 251, headed towards Rush. We, collectively, saved this caboose.

Thank you, everyone who made this possible! We look forward to your support as we proceed with restoration!

*The Rochester & Genesee Valley Railroad Museum is a 501(c)3 recognized non-profit organization. Consider a donation today! Visit [www.rgvrrm.org/support](http://www.rgvrrm.org/support) for more information.*

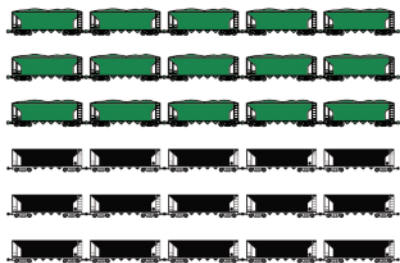




Our 2011 fundraising goal is \$75,000.00. The funds from the 2011 campaign will allow us to complete the entire flat floor and completely install our inspection pit with all of its necessary components including stairs, railings, power and lighting. A complete shop floor will help expand our restoration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

#### DONATE A TON...



...TO FILL OUR CARS  
& BALLAST OUR SIDING!

EACH FULL CAR REPRESENTS 10 TONS OF STONE

#### DONATE A TON: Help us build our passenger car siding!

The Rochester & Genesee Valley Railroad Museum has 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 its operational six-car ex-New York Central *Empire State Express* stainless steel passenger car set. At a minimum to hold that train, the museum needs six hundred feet of tangent siding. The biggest challenge the museum faces right now is affording the purchase of the 300 TONS of ballast needed to raise, tamp and level the currently installed track and the soon to be installed 150 plus feet. That is six hundred thousand pounds of stone. Therefore we hope you can help us. 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. Visit [www.rgvrrm.org/support](http://www.rgvrrm.org/support) today!

## IMPORTANT MAILING CHANGES

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. Non-members will pay \$12.00 a year to have our newsletter mailed to them. Newsletters will now be mailed at USPS First Class rate. **The charge for mailing physical copies will begin with the January 2012.** Of course, downloading the PDF version will always be free to download and read.

**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 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>.

Thanks for your support!

—Otto M. Vondrak, Editor

**To get email notices when the new edition of The Semaphore is ready to download, please contact the Editor at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com)**

**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:

**November 17**

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

*Next Chapter Meeting:*

**December 15**

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

— find us on Facebook: [facebook.com/rgvrrm](https://facebook.com/rgvrrm) —



**TOUCHDOWN!** Former Lehigh Valley caboose #95100 was mated back with its trucks at the Rochester & Genesee Valley Railroad Museum on October 29, 2011. Saved from a local scrap yard and with the car now on the museum's property, work will shift to its restoration once it can be moved up to our shop. Congratulations to our volunteer move team, and a **HUGE** thank you to the many people who contributed funds to allow us to save and move the car! The next phase of our fundraising efforts will secure money for full restoration to operation. See page 4 for details. CHRIS HAUF PHOTO