

THE SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

DECEMBER 2011
VOL. 55 No. 4



Happy Holidays
and Best Wishes for the New Year





www.rgvrrm.org

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



R&GVRRM PASSES MILEPOST 40

The Rochester & Genesee Valley Railroad Museum celebrated an important milestone this year as we celebrated 40 years of preservation activity! To see just how far we've come, please turn to page 6 to read about the very first work session at what was then called "Oatka Depot" by members of the Rochester Chapter NRHS. Over the last forty years, we have restored and improved the property around our humble former Erie Railroad depot to include a large collection of railroad equipment and artifacts, as well as a functional demonstration railroad. As a tribute to our 40th anniversary, member Otto Vondrak presents this modified version of the Erie Railroad's 100th anniversary logo from 1951 as a tribute.

UPCOMING PROGRAMS

Please join us for these upcoming great programs at our monthly membership meetings (of which you don't have to be a member to attend)! On **January 19th, 2012**, enjoy "The Railroad Comes to Genesee" with museum member Dale Hartnett. On **February 16, 2012**, museum member Chris Hauf will present "The New York Central's Empire State Express." On **March 15, 2012**, longtime museum member Peter Gores will present "16 mm Promotional Films from the Association of American Railroads." Museum member John Stewart will present "Railroads in North Central Pennsylvania" on April 19th, 2012. Please check the listings on our web site for more information.

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.

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 or call (585) 338-7205.

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rgvrrm.blogspot.com



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:

January 19

40&8 Club - Rochester, NY

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MEMBERSHIP CHAIRMAN**Sam Rosenberg**

ALC0251@frontiernet.net

Looking back at 2011

Each year we make so much progress and do so many jobs, sometimes it's easy to muss everything that takes place at the museum! A request went out to all volunteers to send in their reports of projects and work completed. We have amassed quite an impressive list of accomplishments! Don't see your name or your project listed here? Contact editor Otto Vondrak by email at ovondrak@yahoo.com.

RG&E #1941 Repainting**Project manager:** Chris Hauf**Volunteers:** Mark Wilczek, Joe Nugent, Rob Burz, Jeremy Tuke, Luther Brefo, Mike Walsh, *with many others coming before the 2011 team!*

Scope of Work: Prep and repainted entire locomotive exterior and interior. Exterior included sanding and seam sealing all exterior cab doors. Interior were all stripped in 2010 to bare metal through the combined efforts of Mike Walsh, Joe Nugent and Luther Brefo. Sanding entire locomotive. Light body work. Majority of heavy sheet metal replacement (cab sides, hood repairs, etc.) was performed earlier by Neil Bellenger. Exterior prime and finish painting by Chris Hauf with prep work help from Mark Wilczek and Rob Burz. Undercarriage painting done by Chris Hauf and Mark Wilczek. Cab interior painting by Chris Hauf, Mark Wilczek, and Jeremy Tuke based on prep work previously done by Joe Nugent. Installation of new sliding windows. Reinstall or install of

new hardware in the cab. Additional details added like wall to cover brake piping under engineer's seat platform. Locomotive 1941's restoration has been very much a team effort with contributions from many people to both the mechanical and cosmetic sides of the project. Thanks to everyone that has helped!

RG&E 1941 Mechanical Restoration**Project Foreman:** Joe Nugent**Volunteers:** *A cast of thousands*

Scope of Work: Completed mechanical work; machined u-channel brackets for slider windows; machined new throttle components; reworked throttle rods on both ends of the locomotive. Also repaired side ladders; Installed rivets arounds windows; Cleaned and repaired door latches and lock mechanisms; Replaced air compressor governor.

Midway Roof Replacement**Project Manager:** Mark Wilczek**Volunteers:** Steve Huse, Rob Burz, Dan Waterstraat, and Mark's father

Scope of Work: Old roof was removed from the RL&B station at Midway down to studs. New subroof and shingles applied before winter's first snow.

New Steps for Midway Boarding**Project Manager:** Mark Wilczek

Scope of Work: Designed and built new steps at Midway Station to help visitors board and detrain our cabooses.

Trackmobile 2**Volunteer:** Mark Wilczek

Scope of Work: Tested cooling system on Trackmobile 2, found two leaks that Norm Shaddick then repaired.

TC-4 Rebuild**Volunteers:** Bob Mader, Norm Shaddick, Don Wawrzyniak

Scope of Work: Completely new roof, new sheet metal panels, new windshields, new operator's seat, new headlights, tail lights and wiring, rebuilt and adjusted air brakes, new control panel, new canvas curtains, lots of parts straightened and

Charlie Goodman (1962-2011)

Longtime Rochester Chapter member and museum volunteer Charlie Goodman passed away on Wednesday, November 16, 2011 at the age of 49. Charlie's hobbies included horseback riding and trains, so it should come as no surprise that it was his "gang" who regularly tried to "rob" our *Fall Foliage Express* trains that ran on the Ontario Midland for many years. Charlie was also an active museum volunteer for many years, contributing to many projects, most recently contributing his efforts towards relocating and reorganizing our Museum Library to the 40 & 8 Club in downtown Rochester. Charlie is survived by his sister, Mary Lou Thompson; brothers, Donald (Trish), Paul (Sheila) Goodman; longtime friend, Joyce Marabella; niece, Mary Kay (Jarrel) Battaglia; nephew, Joe (Christina) Rivellino; niece, Catherine Goodman. *Memorials can be made to the Juvenile Diabetes Association.*



TUESDAY NIGHT GANG STRIKES AGAIN

BY DUNCAN RICHARDS

INDUSTRY, N.Y. — (UPI) The Tuesday Night Track Gang (now known as the "TNT Gang") reports progress in a number of projects. We initially embarked on a tie changing program on the main track that resulted in the changeout of 20-25 ties between Midway and Industry. Under the direction of Pete Gores a high spot on the main north of Switch 5 was lowered to acceptable standards. We then directed our efforts toward hand spiking around 500 feet and hand tamping around 750 feet of the West Siding (bring on the

Great Steel Fleet!) Weed spraying the main from the Yard to switch 6 was completed more than once (it was a banner year for weeds) and our off season efforts are now aimed at rehabbing the Bogucki Ballast Sifter for use next year. We would like to start channeling efforts toward tie changeout north of Midway, as a number of suspect ties have been identified. To that effort, if anyone has a small generator we could use to power our light bar, it would be greatly appreciated so that we could extend our work sessions and help feed the mosquitoes.

PHOTO BY CHRIS HAUF



cleaned, and finally, fresh paint.

Tamper Motor Rebuild

Project Foreman: Bob Ziegler

Scope of Work: Completely rebuilt and repaired the rare GM diesel that powers our mechanical ballast tamper.

NYC 19877 Caboose Rebuild

Project Foreman: Charlie Marks

Volunteers: Jesse Marks, Pete Gores, Chad Timothy

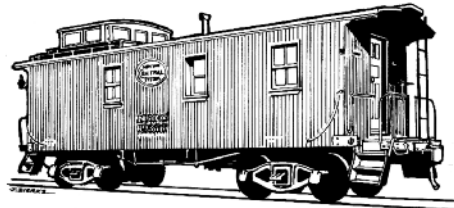
Scope of Work: Ongoing rebuild and restoration of our NYC wooden caboose. Completely rebuilt end platform, stripped the old paint off and repainted the east side. Rebuilt several of the windows, and patched some roof leaks. Also, the car has been leveled, with help from Pete Gores and Chad Timothy.

T-50 Ingersoll Rand Air Compressor

Project Manager: Rob Burz

Volunteers: Chris Hauf, Jim Johnson

Scope of Work: One of the projects I worked on this year is the T-50 Ingersoll Rand air compressor with matching air dryer. After Chris Hauf initiated the purchase and arranged the delivery, Jim Johnson did the electrical installation, and I did the mechanical installation. Work will continue to finish the enclosed room to house the air compressor in the Restoration Building. The compressor and dryer helped make the beautiful painting job of RG&E 1941 possible.



Industry Depot Clean Up

Volunteers: Otto Vondrak, Rob Amberger, Joe Nugent

Scope of Work: Cleaned and polished display cases inside the south waiting room. Removed extra items that are not part of displays. Cleaned up agent's office, removed extra items that are not part of displays. General clean up of north waiting room. Added new signage to help engage our visitors.

DLW Baggage Car Clean Up

Volunteers: Otto Vondrak, Joe Nugent

Scope of Work: Cleaned and polished the display cases inside the DLW baggage car. Re-arranged and removed items to safe storage that are not part of displays.

Empire State Express Cars

Coach Window Rehab

Volunteers: Dave Peet, Don Wawrzyniak, Dale Hartnett, Joel Shaw, Lynn Heintz, Bob Mader and a number of others who contributed time and effort!

Scope of Work: The team finished the window rehab at the end of winter 2011. After consulting a number of authorities we decided to use a Construction

Tripolymer Sealant, GEOCEL 2300 to seal the window units on the exterior. This sealant is widely used in the RV industry and appears to be a really excellent material for the use. Car #2567 (our number Car 1) is sealed. Now we just need to seal the rest of the windows on Cars 2-5. A lower priority effort is to rehab the windows in the end doors of each car, as well as doing the windows in the Alonzo B. Cornell RPO car that houses our HEP generator.

Industry Depot Repainting

Volunteers: Dave Peet, Joel R. Shaw, Jeremy Tuke, Rob Burz, Norm Shaddick, Sam Rosenberg and Tony Mittiga.

Scope of Work: About half the building exterior has been scrapped, sanded and painted. There's plenty more to do and we plan to begin once the spring weather returns. Focus next year will be on the east side walls and the overhang (soffits) on the north end. Don Wawrzyniak did the lion's share of the paint burning and sanding, especially on the overhang. Joel Shaw and Dave Peet worked on the walls from the southeast door to the waiting room around the south end (facing Route 251) and down the west side including the bumpout for the agent's office.

Museum Library

Project Manager: Bob Fleck

Volunteers: J. Chris Hausler, John, Jim Moore, Joel Shaw, Don Wawrzyniak, Charlie Goodman, Rob Burz, John

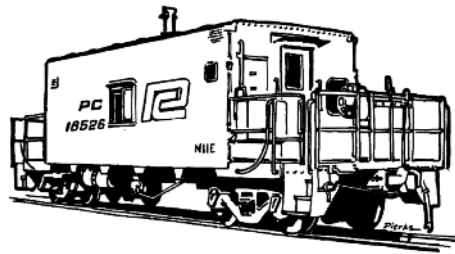
Stewart, Bill Limburg, Ted Jackson, and others.

Scope of Work: The big news for this year was the move from the very small room into our present large, comfortable space at the 40&8 Club in downtown Rochester. The materials that had been in the Webster storage locker were also brought over. We had the help of several Museum members for the move; J. Chris Hausler, John Stewart, Jim Moore, Joel Shaw, Don Wawrzyniak, and the late Charlie Goodman all helped tremendously. Robert Burz changed an electrical outlet to accommodate our computer. Bill Limburg made us six large new bookcases which will provide space for a long time to come. Ted Jackson who uses the library frequently offers lots of moral support. All of the backlogged books have been entered in the computer. In the next year we will be sorting the materials that are in the safes and the storage boxes. Some of these have been previously inventoried but many have not. We really appreciate everyone's support and are happy to see you use the library resources.

Restoration of NE Tower Interlocking Machine

Project Manager: Mike Dow

Scope of Work: A new display is taking shape inside our Pennsy RPO car, thanks to the assistance of several museum volunteers. The mechanical parts of the interlocking machine salvaged by our volunteers from the charred remains of Niobe (NE) Tower have been restored and installed, with the help of several volunteers. The bases to the electric locks are on and about four of the locks are installed, with about 12 more awaiting restoration. About a third of the outside hardware has been restored and is in safe storage inside the RPO car. One Union Switch & Signal (US&S) Style "S" mechanism and one General Railway Signal (GRS) Type 2a semaphore mechanism have been restored and are in the RPO car. The middle room in the RPO has seen some cleanup effort as well. Work is underway to come up with a detailed plan and proposal to wire and light the car and add climate control for the room the machine is located in. Jeremy Tuke got the Conrail-era "NE TOWER"



sign donated to the museum, which will be a part of the new display.

EK 6 Reactivation

Project Foreman: Joe Nugent

Scope of Work: GE 80-ton switcher EK 6 was the first locomotive to arrive at our museum in 1981. It was deactivated a few years ago due to a number of factors. It was briefly reactivated for switching duty in the off-season, which included installing batteries, cleaning the electrical gear, and cleaning out the engine cowl (which was full of leaves, nuts and squirrel nests).

RGV 1654 Sander Repair

Project Foreman: Joe Nugent

Scope of Work: Repaired both front sanders; new components purchased and installed.

Caboose Maintenance and Repair

Project Foreman: Joe Nugent

Scope of Work: On our Penn Central transfer caboose, the brake cylinder was cleaned and COTS'd; We replaced air hoses at both ends of the car; and we replaced one train line coupling and one angle cock. On the Erie caboose, we cleaned and COTS'd the brake cylinder and swapped out the AB valve. On our new Lehigh Valley caboose, Joe helped lead the effort to save caboose from scrap yard and bring it to our museum. The air system was cleaned and repaired, the AB and emergency valves were swapped out, the brake cylinder was cleaned and COTS'd. We reinstalled brake rigging and repaired the hand brakes. We repacked journals with new waste and replaced air hoses at both ends of the car.

Rochester Subway Car 60 Clean-Up

Project Foreman: Joe Nugent

Scope of Work: With the help of a few

volunteers, we cleaned out the carbody, and also identified the location of several parts in storage. We organized and scanned documentation and photos, and also investigated possible vendors for rebuilding and restoration.

Erie Railroad Rochester Div. Book

Project Foreman: Ted Jackson

Volunteers: Tom Brewer, Robert Fleck, Peter Gores, Dale Hartnett, Chris Hauf, Chris Hausler, Lynn Heintz, Dave Monte Verde, Chris Playford, Sue Reynolds, Norm Shaddick, George Shaw, John Stewart, Otto Vondrak, Rand Warner, Charles Woolever, and many others.

Scope of Work: I have sent the manuscript out to six reviewers, among them Bill Burt, who helped answer several questions about the LA&L. Michael Connor has also been a valuable resource as well. The other four (Dave Monte Verde, Rand Warner, Dale Hartnett and Lynn Heintz) are all museum members. Dale will look it over for style and consistency. While this is going on, I am working on pictures and maps. Depending on when the reviews come back and how much work they will entail, I am still hoping to have the manuscript ready by the first of the year. Otto Vondrak has agreed to be the production and layout editor for this project.

This is only a partial listing of the many activities that went on through the year at the Rochester & Genesee Valley Railroad Museum. A hearty "thank you" to everyone who contributed in some way this year. Without your help, we would not be able to accomplish all that we have. Looking forward to 2012, we should expect another exciting year of progress. Is your name or project missing from this listing? We want to hear about your contributions so we can share them with everyone! Contact the editor of The Semaphore Otto Vondrak at ovondrak@yahoo.com so that we can include you. Do you have ideas for new projects, or how we can finish old ones? Can you help us identify sources of funding for some of our ongoing activities? Every little bit helps, and by continuing to work together we will succeed.

—David Schederich,
Museum President

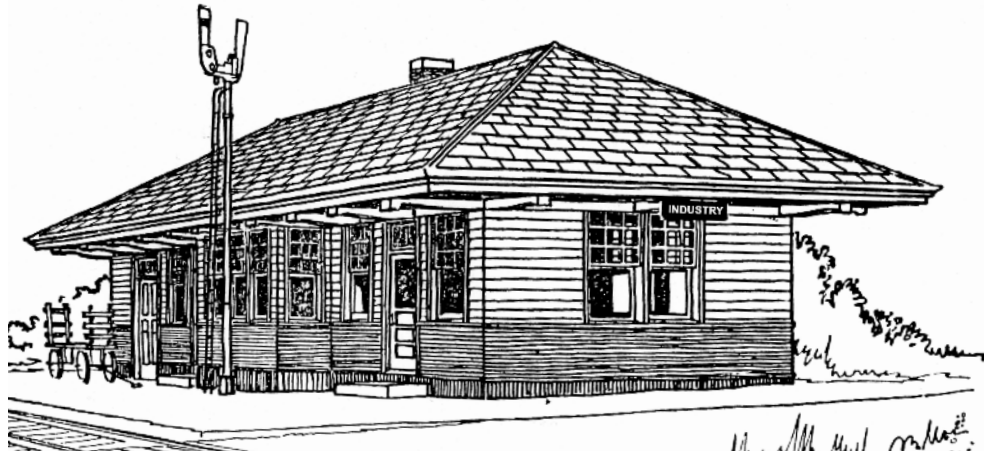


MUSEUM NEWS

ROCHESTER CHAPTER

THE SEMAPHORE

National Railway Historical Society



First Work Session at Oatka Depot: 1972

OATKA DEPOT: On Sunday, January 2, 1972, nine hardy Chapter members participated in the first work session on the Chapter's new "used" depot at Industry. First order of business was to get the building secured for the winter. To do that we needed some light and power, so your president [**Gerald Hott**] began installing some temporary wiring. **Henry Pape** arrived with plywood, nails, paint and other supplies and began the job of boarding up an exterior doorway. **Ed Maslyn** brought trash bags and began the job of removing many bushels of trash that had been dumped inside the station. **Greg Sullivan, Pete Gores, Dick Barrett** and **Rand Warner** appeared. Although several inches of snow had fallen, Pete insisted upon working on the roof. Dick and Greg joined in the attack on the trash, upstairs and down. Rand Warner did some "excavation" work in the basement (we are still trying to find the floor, if there is one) and then began boarding up windows. Can you picture this: Pete Gores, anchored with a safety belt and rope, up inspecting the roof and knocking snow down on Hott and Pape working in the south waiting room while Dick Barrett is sweeping dirt through a convenient hole he finds in the floor down on Greg Sullivan who is working in the basement. Nothing like a little cooperation!

Cal and **Rose Bulman** completed the crew: Rose swept the whole station after the worst of the trash had been removed and then painted the plywood used to

board up two large doorway; while **Cal** assisted in getting the baggage room doors to operate again and blocking other waiting room doors.

It was dark and becoming very cold and windy by the time we called it quits. A great deal had been accomplished: all large openings into the building had been boarded up; all doors were blocked or locked; Pete Gores had been remarkably successful in getting temporary patches over the many holes in the roof; great amounts of trash had been removed and burned and the upstairs rooms swept; a light and an electrical outlet had been installed.

On Sunday, January 9, members Pape, Hott, Barrett and [**Devan**] **Lawton** were able to accomplish a bit more. The area below the ticket window in the south waiting room was removed so that there would be interior access to that room. This wall area will be replaced by a half door camouflaged to look like the 'original wall.

Mr. Pape and Mr. Barrett also took measurements on the many broken panes of glass in the building. Mr. Pape has since ordered a crate of glass to replace some of the larger panes. Further roof repairs and outdoor lighting remain on the top of the priority list. Hank Pape has located some surplus sodium vapor light units which we plan to mount at the corners of the station to discourage any further vandalism.

The basement stairway needs much work. The interior wiring must be replaced. Some "bucket brigades" will be needed to haul additional debris from the

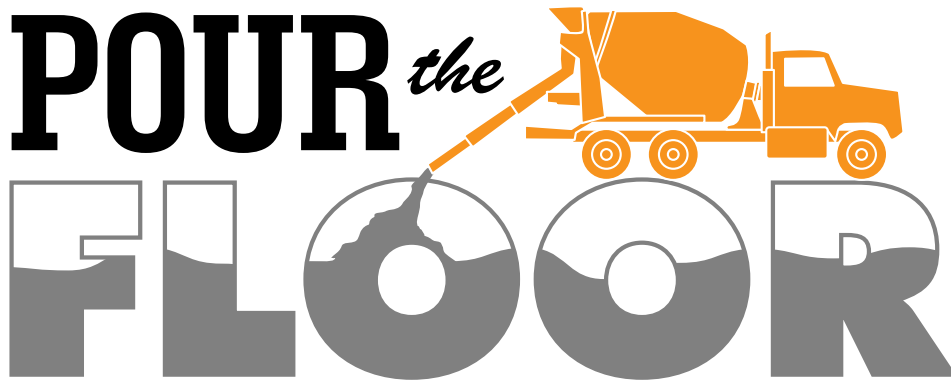
basement and the "attic," preferably before Spring. Several doors need to be rebuilt or replaced. Do we have any jigsaw puzzle fans in the group? We have many pieces of ornate wood work that need to be fitted back together and glued. Some large wooden ceiling areas will have to be replaced. Plumbing fixtures and piping must be repaired and/or replaced. As you can see, we have "opportunities" in many fields.

Bill Gordon has dug up some history of this station site. It seems that the first depot here was named "Scottsville." It was later named "Pixley" (in honor of its long-time station agent). The present building was constructed in the early 1900s and was named "Oatka." This was eventually changed to "Industry." We have discovered the name of a lumber dealer in "Oatka, New York" printed on the back of several pieces of the woodwork in the building.

Further work sessions will probably be held on Sunday afternoons. If you would like to help, come on out.

—Gerald Hott

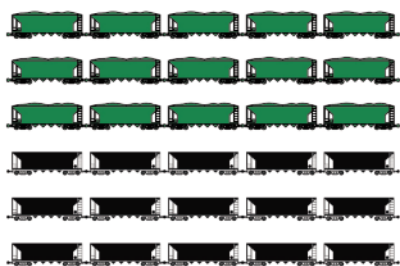
Thanks to Jeremy Tuke for sending along this copy of the first work session down at the depot. We have come a long way since those early days, thanks to our dedicated volunteers. The invitation to come out and help us build a world-class museum environment still stands... Work parties can usually be found Tuesday afternoons, and most weekends throughout the year. Come out and join us! -O.M.V.



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

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 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

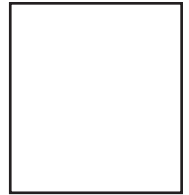
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MATERIALS SUBMISSIONS: We welcome your contributions to The Semaphore! Any materials related to the activities of the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. 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
P.O. BOX 23326
ROCHESTER, NY 14692-3326



Chapter Meeting:

January 19

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

Next Chapter Meeting:

February 16

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



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



BACK IN BUSINESS: Museum volunteer Mike Dow uses our mechanical tamper just north of Switch #6 on our mainline to help pack in the crushed stone that supports our tracks. Immediately behind him are our former New York Central “Empire State Express” cars lined up in anticipation of being moved to their newly completed storage siding on the west side of the Livonia, Avon & Lakeville mainline. Further back can be seen part of our collection of freight cars that have been moved off of NYMT’s Loop Track. Inside you’ll read how this scene was made possible! PHOTO BY CHRIS HAUF