



**FLASHBACK 1999:** Our former Rochester Gas & Electric engine #1941 pulls the New York Museum of Transportation's Genesee & Wyoming caboose past Reid's Crossing southbound towards Industry Depot. This was the only time the caboose visited the R&GVRRM after #1941 helped reposition it near NYMT's car barn area. Since this photo was taken, the 1941 has just emerged from a multi-year rebuilding and restoration, while NYMT volunteers are actively working on restoring the caboose. We hope to recreate this scene again sometime soon! PHOTO BY CHRIS HAUF, CIRCA 1999

# New Year, New Rules

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Greetings and welcome to a new year! I'd first like to thank everyone for their hard work this past year. During the open season we had some 7,281 people attend the museums. Wow! As always we couldn't do it with the hard work of dedicated volunteers. As we continue to grow, this coming year will no doubt pose new problems; and rewards. With the continued support of our members, we can meet them.

It's been a while since I have written about changes within our organization, and thought the time was appropriate to discuss the state of our various ongoing projects. Your board recently passed a motion requiring that any projects at the museum need an approved written plan in order to move

forward. In essence, before a wrench is turned or paint is scraped, a plan outlining the costs of time; money and other resources needs to be submitted to the board for approval. Now, if it's a simple project not requiring more than 24 man hours and \$250 dollars there is no requirement to seek board approval; but it should still be discussed with management. In order to control our costs, we need to make sure that all expenses are documented and kept under control.

Now you might be wondering the need for such a drastic change from our more casual attitude of the past. For many years there have been numerous projects around our museum that have  
*(Continued on page 4)*



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

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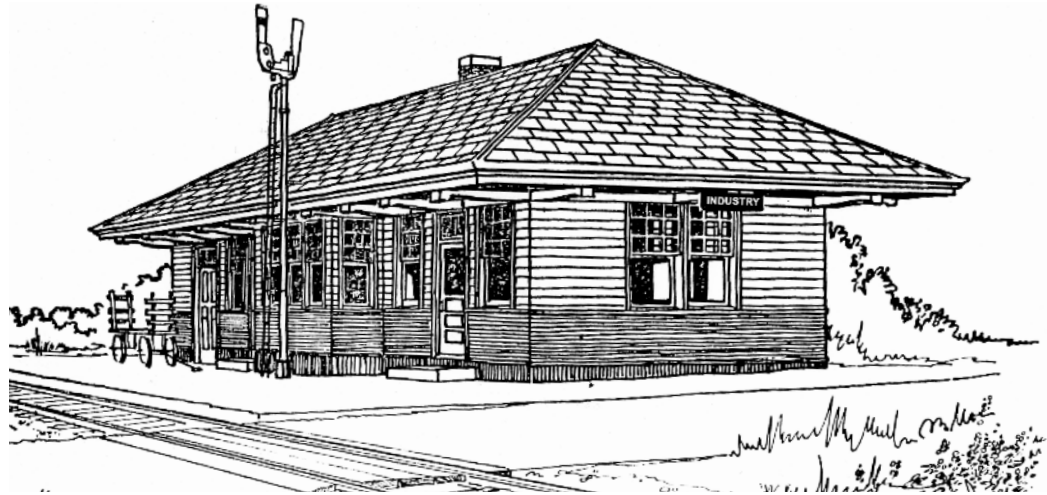
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Don Wawrzyniak

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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



#### MEMBERSHIP COMMITTEE

Please join us in welcoming our new members! In November, we voted in **Michael Rizzella** of Rush, New York. Interested in rolling stock restoration, museum tour guiding, publications, ops, trips, and library. In December, we voted in **Max Lucieer** of Rochester. Max is interested in rolling stock preservation, construction equipment, and ops. We also voted in **David Coon** of Rochester. David is interested in museum railroad operations.

#### UPCOMING MEETING 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 Geneseo" 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 "16mm 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](mailto:haroldrussell@juno.com).

#### MUSEUM LIBRARY COMMITTEE:

##### YOUR LIBRARY IS OPEN FOR BUSINESS

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. 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.

Visit us at [www.rgvrrm.org](http://www.rgvrrm.org)  
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[youtube.com/rgvrrm](https://www.youtube.com/rgvrrm)  
[rgvrrm.blogspot.com](http://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:

**February 16**

40&8 Club - Rochester, NY





# ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: [WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)

## MUSEUM CONTACT INFO

### MUSEUM PRESIDENT

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### MEMBERSHIP CHAIRMAN

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## MORE PROJECTS FROM 2010

In the December 2010 issue of THE SEMAPHORE, we ran down a list of many projects as submitted by members for inclusion in the issue. Your editor overlooked one important contribution to our fleet of heavy equipment. Our "yellow fleet" is instrumental in keeping our railroad museum functional in many ways.

—Otto M. Vondrak, Editor

### Army Pickup Trucks

#### Flywheel and Starter Replacement

**Instigator and Parts Gopher:** Chris Hauf  
**Mechanic, Project Foreman:** Tim Gifford

**Helpers:** Scott Gleason, Dan Waterstraat  
**Scope of Work:** Installed new flywheel in Truck #1. Rebuilt starter installed. Waiting delivery of rear starter bracket before job will be complete. Should have unit running by the time you read this. Installed newly rebuilt starter in Truck #3 and truck is in service. Currently having repairs to the snow plow undertaken.

### Trojan Loader Improvements

**Instigator, Occasional Wrench Turner, and Parts Gopher:** Chris Hauf

**Mechanic, Project Foreman:** Tim Gifford  
**Helpers:** Scott Gleason, Dan Waterstraat, Jeremy Tuke, and others...

**Scope of Work:** Installed newly relined brake shoes on rear of the loader. Cleaned and adjusted front shoes. Installed two new master cylinders with reconditioned air bags to complete brake rebuild. Had professionally installed all new cab glass to replace smashed windshield. Repaired and replaced lights and serviced unit



RG&E's 1941 exterior cosmetic restoration is complete! With yet another nice sunny Saturday on December 3, the decision was an easy one to bring the engine out of the shop for a few pictures in its all new paint and lettering. We still have some more small details to complete in the cab, but overall, the majority of the work is complete. Thanks to everyone that has contributed to both the mechanical and cosmetic work! CHRIS HAUF PHOTO

(grease/oil/etc.). The refurbished loader was used throughout the summer on track and other projects.

## UPCOMING PROJECTS

As the new year begins, there are a number of projects planned. First priority is cleaning up the Restoration Building in preparation for pouring the rest of the concrete floor. This is in conjunction with a general clean up of our museum grounds. If you'd like to help, please see **Dave Scheiderich** for details.

Also coming up is a general tune-up and minor mechanical work on Fairmont track car TC-3. This venerable work horse needs some work done to its water pump in order to continue reliable service. **We need a project foreman to head up this job.**

Work will commence on the mechanical overhaul of our GE 110-ton switcher, RG&E #8. Planned work includes replacement of motor brushes, installation of new air reservoir tanks, and other general repairs to the air system. If you'd like to help, please see our Motive Power Superintendent **Joe Nugent** for details.

—Dave Scheiderich,  
Museum President



One more detail reassembled: RG&E #1941's second Adams & Westlake (Adlake) door knob and lock set sits assembled and ready to install on December 6, 2011. We were able to complete the re-assembly with a brand new spring supplied to us directly from Adlake. It is great to have them available and willing to help especially with hardware that was manufactured by them more than 70 years ago! The lock set was photographed upside down to highlight the Adlake stamped into the brass between the two screw holes at the top of the image. CHRIS HAUF PHOTO



## Fan Trips on the Erie Railroad

The Erie Railroad was just one of five lines that served Rochester in the 1950s, and proved to be a willing host for many fan trips that were sponsored by our founding organization Rochester Chapter NRHS (and sometimes jointly with the neighboring Buffalo Chapter). We are fortunate that many of our members took advantage of the wonderful photographic opportunities while on these frequent trips around the Erie Railroad system. The photo at left is from the Harold Caulkins Collection of Kodachromes now belonging to our museum's archive. This scene of a hostler boarding these classic cab units was taken outside the Hornell Shops. This particular EMD F3 was one of four purchased from the New York, Ontario & Western in June of 1957 (three months after the entire line was abandoned that year). This slide and many more were presented at our December membership meeting. **Our monthly meetings are open to everyone, so come on down, bring a friend, and enjoy the show!**

—Otto M. Vondrak

## New Year, New Rules CONTINUED FROM PAGE 1

stagnated for one reason or another. As a group we need to better manage our current and future projects to eliminate waste and encourage their completion.

Why do projects seem to stagnate 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. With a reasonable plan in place, we can help minimize the impact on our budget, and maximize the effort put forth by our members.

The second driver for this policy is money. To be frank, we don't have a money tree. Not only do we need to be careful were we spend our available resources, we need to get the most

bang for our buck. I know there are times we get involved in what seems like a "simple" or "cheap" project; but then suddenly our Treasurer is confronted with four invoices for \$200 each; and it's no longer a "cheap" or "simple" project. **This practice needs to be curtailed.** Working with the guidance of the board, we can minimize the impact of these projects on our meager cash reserves. Whatever shortfalls we encounter in our budget must be made up through aggressive fundraising by the project managers.

Lastly, we have a finite set of resources; financial, physical, and personnel. Space in the Restoration Building is limited; volunteer time is limited; materials are limited. We need to work smarter in order to make the museum more enjoyable for both our members and the public.

As we move forward towards our

goal of making our railroad museum a world-class environment that is not only a benefit to our members but is also an attraction to the public, we must be resourceful in order to ensure our survival. These new policies may seem like an abrupt shift in the way we do business, however they are essential if we are to continue making progress. **The board understands that this may prove to be a burden to some, however, we feel the alternative is a long list of abandoned efforts and financial ruin which will lead to the closure of our museum if left unchecked.** We encourage our membership to work with us so we can continue to enjoy the railroad museum we have worked so hard to build in the last forty years.

I look forward to seeing you all at the museum in the coming year!

—David Scheiderich, President



Museum Project Expenses	Percent	Amount
Buildings and grounds	4	\$ 4,000
Restoration building floor	30	\$ 30,000
Sewer system	10	\$ 10,000
Consturction equipment vehicles	2	\$ 2,500
Motive Power	5	\$ 5,000
Rolling stock & track cars	5	\$ 5,000
Track, ROW, MOW	6	\$ 6,500
LV caboose project	5	\$ 5,000
<b>Total Museum</b>	<b>67</b>	<b>\$ 68,000</b>

Operating Expenses		
40+8 meetings	1	\$ 1,000
Contingency	5	\$ 5,000
Insurance	7	\$ 7,500
Library	3	\$ 2,800
Professional, tradesman fees	1	\$ 1,000
Publications, Semaphore, website	0	\$ 500
Publicity, advertising	1	\$ 1,000
Fuel and lubricants	5	\$ 5,000
Stores,soda,picnics,garments	2	\$ 2,000
Utilities	5	\$ 5,000
Trips	2	\$ 2,500
<b>Total operating</b>	<b>33</b>	<b>\$ 33,300</b>
<b>Total expense items</b>	<b>100</b>	<b>\$ 101,300</b>

Income		
Admissions	15	\$ 15,000
Divedends and interest	1	\$ 1,000
Donations, grants	5	\$ 5,000
Dues	7	\$ 7,500
Sale of scrap and assets	3	\$ 3,000
Stores, soda, picnics, garments	2	\$ 2,500
Special Funds	54	\$ 54,800
LV caboose project donations	5	\$ 5,000
Trips	7	\$ 7,500
<b>Total Income</b>	<b>100</b>	<b>\$ 101,300</b>

## 2012 Museum Budget Approved

Our museum budget is an instrument intended to help us understand where our money is spent, and how to keep our expenditures “on track.” The document presented at left represents our major areas of expense, and how we have allocated our museum’s income and project accounts to cover them.

“Museum Project Expenses” lists some of our major planned projects for the coming year, including the ongoing maintenance and improvement of our museum grounds, upkeep of our motive power and rolling stock, as we as upgrades to our track structure.

“Operating Expenses” covers recurring items such as utilities, fuel, and rental payments. These are the regular expenses that are the cost of doing business.

Our “Income” includes our share of museum admissions, your membership dues, and various other forms of sales that augment our budget.

While this budget is broad in scope, any specific project expenses must be outlined in a written plan and approved by the board (as discussed in the Editorial on pages 1 and 4). This budget is based on previous years of income and expenses, and should not be viewed as a license to spend up to and over that amount. As always, we should work to increase income, and decrease expenses. —D.J.S.

## Keep up with your museum! Read <sup>THE</sup> SEMAPHORE

Starting with the January 2012 issue of THE SEMAPHORE, we are moving to an all-digital distribution as a way to save money and increase timeliness. You can continue to download and read issues of THE SEMAPHORE uninterrupted one of three ways. Continue to visit our web site at [rgvrrm.org/newsletter](http://rgvrrm.org/newsletter) and look for monthly updates. Museum members will be automatically added to our new members-only mailing list and receive monthly email notices when the new issue is ready to download (not sure if we have your email? Contact Membership Chair Sam Rosenberg). **If you wish to continue getting a printed copy of THE SEMAPHORE mailed to you each month, the rate is \$5.00 a year for members, \$12.00 a year for non-members.** Newsletters will now be mailed at USPS First Class rate. Payment for print subscriptions can be sent to Rochester & Genesee Valley Railroad Museum, P.O. Box 23326, Rochester, NY 14692-3326.

# New Portageville Bridge is key to Southern Tier

The Portageville Bridge over Genesee River, located in Letchworth State Park in western New York, is at the cusp of its useful life. The spindly structure, known as the Portage High Bridge when it was built in 1875 on the Erie Railroad's main line between Buffalo and Hornell, N.Y. (today's Norfolk Southern Southern Tier line), has supported motive power ranging from sprightly six-foot gauge 4-4-0s through ponderous Berkshires to today's high horsepower diesels. It's 136 years old, an 819-foot long viaduct which rises 245 feet above the river. The six wrought iron support towers were erected in 1875, while the three main pin-connected deck truss spans and ten deck girder spans replaced the originals in 1903. Time has taken its toll on the old steel and iron, and corrosion and metal fatigue limit the bridge to carrying cars with a maximum gross weight of 273,000 lbs, compared to the current standard of 286,000 lbs. The freight trains that do traverse its single track must reduce speed from 35 m.p.h. to no more than 10 in order to minimize stresses on the ancient metallic skeleton.

In addition to the time and weight penalties imposed by operating over Portageville, since it acquired the Tier in 1999's Conrail breakup, the railroad has spent approximately \$1 million on maintenance and inspections, and has installed extensive instrumentation to monitor the structure's condition. The bridge suffers from broken rivets as well as cracked and bent eyebars and other structural members. In addition, the concrete-encased masonry piers that support the viaduct towers were date from the original wooden trestle that spanned the river in 1852!

Back when Conrail operated the Tier, the line mostly carried local traffic for on-line connections and industries, while high priority through freight used the former New York Central "Water Level Route" to the north or the ex-Pennsylvania Railroad main line to the south. In fact, for a time Conrail served the line with a series of long-distance locals and it carried almost no through freight. However, as a condition of the Conrail merger, the Delaware & Hudson was awarded trackage rights over the Tier using it as a through route. Since the Conrail breakup in 1999, the ex-NYC Water Level Route is in the hands of CSX and with the explosion of traffic related to tapping the Marcellus Shale gas fields of northern Pennsylvania, the Southern Tier has gained new importance. (Canadian Pacific inherited the D&H trackage rights when it purchased the road in 1991.)



**This photo illustration shows how the new Portageville steel arch bridge will appear. The new bridge will replace the current span which dates from 1875. NORFOLK SOUTHERN**

Ten short lines depend on the Southern Tier for access to the national network, and it also handles a good amount of Canadian National interchange traffic to and from Buffalo. Since NS created the Pan Am Southern joint venture and the "Patriot Corridor" with Pan Am Railways in 2009, the route has gained importance as a funnel for intermodal and automotive traffic, which operates in haulage trains over CPR track north of Binghamton to Schenectady, Mechanicville, and destinations in central New England.

Portageville's weight restriction has meant that cars carrying coal, salt, grain, and other bulk commodities can not be loaded to their maximum capacity for destinations on the Tier, which adds expense and reduces efficiency. To sidestep this issue, in 2002 NS leased the dormant former Erie Railroad main line between Hornell and Meadville, Penn., to the new Western New York & Pennsylvania, which used its own money and state grants to rehabilitate the route and restore through service, creating a Portageville bypass. WNYP had just a handful of local customers in the beginning, but in March 2003 Norfolk Southern coal trains, fully loaded to their maximum gross weight, were rerouted to customers on the Southern Tier east of Hornell over the newly opened line under a haulage agreement.

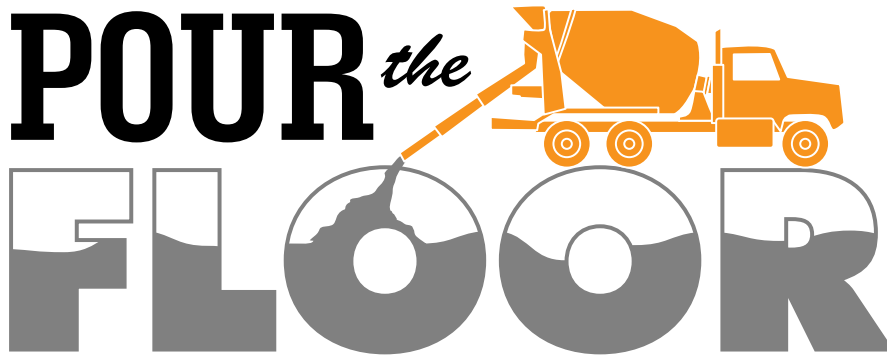
NS has spent a lot of money on the Southern Tier in the past decade, upgrading bridges to 286K standards, single-tracking the remaining double track section between Waverly and Binghamton and adding Centralized Traffic Control, and making improvements to the Binghamton

yard as well as participating in joint capacity improvements with the Susquehanna and CPR. NS has also revitalized the former Erie Lackawanna Bison Yard in Buffalo, making it a crew change point, an automotive distribution center with spots for 50 cars, an intermodal yard which makes 37,000 lifts per year, and the site of a Just-In-Time Rail Center, which moves automotive parts originating within a 150-mile radius to Mexico. In addition, the entire route is cleared for double stacks, as it has been since the 1980s.

That last point is an important one. NS says that the Tier will be a key link in a "new push for expanded intermodal service" between the Buffalo gateway and the Port of New York and New Jersey. While the eastern section of the Tier between Binghamton and Port Jervis is being operated under lease by the Central New York Railroad, the route from Buffalo to the North Jersey terminal district is still intact. Currently, NS serves the North Jersey ports over the ex-Conrail main line through Pittsburgh and Harrisburg, and on a north-south route via Harrisburg to Binghamton; Schenectady; Montreal and Toronto. The latter consists almost entirely of trackage rights and haulage agreements. Removing the Portageville bottleneck will allow traffic from Toronto and western Canada to take a shortcut to the Port of New York and New Jersey, which will encourage growth in that corridor.

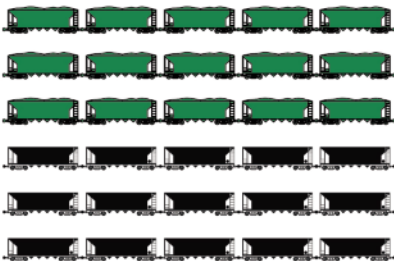
The new bridge will be a graceful, ballasted deck steel arch spanning the gorge with no intermediate supports, built just south of, and parallel to, the existing structure. While it will be designed to permit 60

You can help! Visit [www.rgvrrm.org/support](http://www.rgvrrm.org/support)



**Pour The Floor! Our fundraising goal is \$75,000.00.** These funds 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 and enhance our restoration and maintenance abilities.

**DONATE A TON...**



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

EACH FULL CAR REPRESENTS 10 TONS OF STONE

**Donate a Ton!** The Rochester & Genesee Valley Railroad Museum has completed a new storage siding west of the Livonia, Avon & Lakeville mainline to house its 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. Our largest expense is purchasing crushed stone to ballast the siding. 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? **Please visit [www.rgvrrm.org/support](http://www.rgvrrm.org/support) to donate today!**

## New Portageville Bridge CONTINUED

m.p.h. operation, trains will be limited to 35 due to curvature on both approaches. The railroad had considered realigning the right of way and river crossing south of Portageville and well outside of the state park boundary, which would have eliminated several curves and allowed higher speeds. This option would have required building about 4.5 miles of new track and the construction of three bridges, including a Genesee River crossing over a mile long — at an estimated cost of nearly \$237 million. The railroad decided early on that this would not be a feasible or cost-effective solution.

The \$39 million Portageville Bridge Replacement Project is a public-private partnership: NS and tenant Canadian Pacific will contribute a total of \$17.75 million for construction, while the New

York State Department of Transportation has provided \$3.5 million for preliminary engineering and final design. The remaining \$17.75 million has been requested in the form of a Transportation Investment Generating Economic Recovery (TIGER III) discretionary grant from the U.S. Department of Transportation. The grant application was submitted on October 27, 2011.

The Portageville Bridge is not only a popular railfan photo location — it also provides an excellent view of the gorge, and trespassing by park visitors has been a perennial problem. The new bridge and the adjoining right of way will be fenced and automated gates, which will remain closed until activated by an approaching train, will be installed at each end of the span.

The railroad had offered the old bridge

to New York's Office of State Parks and Historic Preservation for rehabilitation as a pedestrian overlook, but was turned down due to a lack of money to repair and maintain the structure. So, it will be demolished upon the completion of the new bridge in 2014. Assuming that the TIGER III money is granted, construction is set to begin in May 2013 pending the completion of the environmental review, property acquisition, permitting, final design work, and selection of contractors. So if you haven't already, get your pictures now! And please... No trespassing. — *Walt Lankenau*

*This article originally appeared in the February 2012 issue of Railfan & Railroad Magazine, used with permission.*

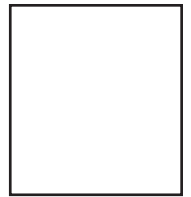
**MATERIALS SUBMISSIONS:** We welcome your contributions to The Semaphore! Any materials related to the activities of the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted 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**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM  
P.O. BOX 23326  
ROCHESTER, NY 14692-3326



This Month's Meeting:

**January 19**

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

Next Month's Meeting:

**February 16**

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

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**AN ERIE EXPERIENCE:** On August 21, 1958, photographer Bob Krone shot Erie F3 units 714-D,C,B,A sit alongside FT set 704 at Secaucus, New Jersey. The F3 set was purchased from the defunct NYO&W in 1957. "Coincidence had it that a friend and I were there that day to photograph the idled NYO&W FT units stored in the Erie yard," Bob said. For another photo of Erie 714, see page 4. PHOTO BY BOB KRONE