

NEXT MEETING:
JUNE 21
 Take a ride on
 our museum railroad!



Opening Day was Sunday, May 20, for our joint operating season with New York Museum of Transportation. All passengers are aboard at Midway, as the trolley and the train prepare to return to their respective museums of origin. Tell your friends and family to visit us for a ride! PHOTO BY OTTO M. VONDRAK

A New Season

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I would like to thank all of you for giving me the opportunity to serve as your president, and thank our outgoing officers and trustees for their service to our organization. I would also like to tell you some of things I am hoping to accomplish this year. The board will be working on creating the long term vision and planning for the museum's future.

We will be working to improve the organizational structure, including committees and the museum departments. Functioning committees will allow us to do such things as get a full inventory of our collection and begin to put plan in place to better preserve and display our collection. A functional department structure will help our volunteers accomplish more while they are at the museum. We also want to improve the volunteers' experience at the museum, as well.

I want the place to be more fun and enjoyable for everyone.

Looking five to ten years down the road, where do you see your museum? What do you want your museum to be? Please call me at (716) 474-2833 or email me at mdow@rochester.rr.com. Thank you!

— Michael E. Dow, President

I am pleased to return for another term as your vice president. I'm looking forward to working with Mike to achieve some of the goals he has laid out. I feel strongly that we need a clear mission statement and plan for the future. I am also looking forward to making our organizational structure as effective as possible. This should help take some of the stress off our more burdened museum volunteers.

— Joseph R. Nugent, Vice President



www.rgvrrm.org

MUSEUM OFFICERS

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VICE PRESIDENT

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EDITOR

Otto M. Vondrak
ovondrak@yahoo.com

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Bob Miner
Don Wawrzyniak

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



Outgoing museum president Dave Scheiderich shakes hands with president-elect Mike Dow at the May membership meeting, with candidate John Stewart who conceded the vote to Dow.

"DEWEY DEFEATS TRUMAN"

Museum Elections were held on at the May membership meeting at the 40 & 8 Club in Rochester. The only contested office on the ballot was for President, and the vote came down to the tie between candidates Mike Dow and John Stewart. According to our by-laws, the tie would have been broken by a run-off vote, however, after some discussion between the candidates John Stewart graciously stepped aside and conceded the office to Mike Dow. We offer our congratulations to Mike Dow, and you can read his remarks to the membership on Page 1. Our thanks to John Stewart, who has been instrumental in assisting the new administration in many ways.

We thank outgoing museum president Dave Scheiderich for his years of service during several periods of change to our organization. Dave will continue to serve on the Board as a Trustee. Joe Nugent returns for another term as vice president (see his remarks on Page 1). Dave Pete was elected our new treasurer, while Don Wawrzyniak moves to the office of corresponding secretary. We also thank Ron Amberger for his years of service as corresponding secretary as he retires from the Board.

BOARD MEETING DATE CHANGE

The next meeting of the Board of Trustees will take place on July 12 at the 40 & 8 Club in Rochester. The date was moved to better accommodate the July 4 holiday weekend.

UPCOMING MEETINGS AT THE DEPOT

Join us for a train ride at Industry! For **June 21, July 19, August 16, and September 20**, we return to Industry Depot to enjoy rides over our demonstration railroad following the membership meeting. Bring a friend, all are welcome! As always, please check the listings on our web site for more information at www.rgvrrm.org.

SPECIAL EVENTS 2012

Aside from our regular Sunday museum operations, we have several special events scheduled in cooperation with NYMT. Please add these special events on your calendar and consider spending a few hours to volunteer with us! Every little bit helps.

Railroad Day - June 17

Trolleys at Twilight - July 21

Diesel Day - August 19

Fall Foliage by Trolley and Train - Sep. 16, 23, 30, and Oct. 7, 14, 21, 28, and Nov. 4

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:

JULY 19
at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM CONTACT INFO

MUSEUM MANGER

David Scheiderich

(585) 301-1019 boblenon@gmail.com

MOTIVE POWER SUPERINTENDENT

Joe Nugent

(585) 944-1047 joe.r.nugent@gmail.com

MEMBERSHIP CHAIRMAN

Sam Rosenberg

ALC0251@frontiernet.net

MOTIVE POWER DEPT.

RG&E 1941: Joe Nugent, Ron Amberger, and Dave Scheiderich have been working on RG&E 1941's (GE 45-tonner) fuel system. Tweaks are still being made to the governor on the #2 end of this locomotive. The last of the work should be completed this month, with hopes of making an appearance at the museum membership meeting.

RG&E 8: Mike Walsh has successfully hung one of our new air reservoirs under RG&E 8 (GE 110-tonner). The second reservoir will be hung within the next few weeks. Mike is also compiling a list of pipe and fittings that we will need to replumb the system. Please contact Mike Walsh or Joe Nugent if you'd like to help!

Kodak Engines: EK6 and EK9: Our two Kodak locomotives will remain out of service this year. EK6 (GE 80-tonner) is in need of new batteries and several electrical components. Its original wiring and electrical gear is heavily worn out. EK9 (ALCO RS-1) has several issues that will keep it from operation. It has a cracked air reservoir, sharp wheel flanges, and worn out draft gear.

LV 211: The 211 (ALCO RS-3m) was started up for the first time on June 5, thanks to several volunteers who helped pre-lube the engine prior to starting. We plan to operate the LV 211 several times this season, to give our other locomotives much deserved time off.

—Joe Nugent, Motive Power Supt.



R&GVRRM volunteer David Peet, works on installing new screws in one of the reglazed windows one of the museum's ex-New York Central "Empire State Express" stainless steel passenger coaches on May 26. Work is ongoing to prepare the cars for service, and we welcome new hands to come to help. There is lots to do for anyone interested in passenger cars. PHOTO BY CHRIS HAUF



Our Tuesday evening track gang has been out along our railroad checking all of the joints that connect the rails of our railroad together. They check the condition of the joint bars themselves along with the bolts that hold them together. In this case, two new bolts have been installed to insure the joint is as good as it can be. Our track gang always welcomes new hands to help! PHOTO BY CHRIS HAUF

(TRACK) GANG ACTIVITY

The Tuesday Track Gang is resuming activity for the season, inspecting and replacing track bolts as needed. Soon the track gang will also be inspecting ties and making replacements throughout the season. Many hands make light work, so please come out to the museum some Tuesday evening and lend a hand!

SAFETY FIRST

- Lifting something overhead?
Do you have your hard hat on?
- Using a power tool? Do you
have your safety glasses on?



MUSEUM NEWS



THE DIRTY WORK: The Motive Power Department has been working on several tasks during the off-season. At left, volunteers were working on the governor for RG&E 1941. The completion of this work will allow for No. 1941 to return to active service on our museum demonstration railroad. At right, volunteer Mike Walsh helped install the first of two new air reservoirs on RG&E 8. The museum was the recipient of a 2010 grant from the Amherst Railway Society and from the NRHS Heritage Grant program to help pay for the fabrication of new air tanks. Upon completion of the air brake restoration work, further steps will be taken to allow No. 8 to become our "year round" service locomotive at the museum. **PHOTOS BY JOE NUGENT**



NEW PAINT! Volunteer and museum painter Christopher Hauf had applied the first coat of paint to the trailer for TC-3 on May 16. It will need a second coat to really seal it up, but that will be applied before the trailer is needed for passenger service this season.



TEST DRIVE: Our freshly repainted track car trailer was spotted in the Hill Block on May 27 on a test run. We continue to rely on track cars and trailers to transport visitors throughout the operating season. **TWO PHOTOS, CHRIS HAUF**

2012 Track Car Operations

Once again, we will be depending on our volunteers to operate Track Cars throughout the season to safely shuttle our visitors from the trolley at Midway down to Industry Depot and return. Volunteer **Richard Fischpera** will be scheduling operators this year. We need qualified Track Car Operators to volunteer for the open slots in this schedule. Please email Richard at rfischpera@rochester.rr.com if you are available to operate.

DATE	EVENT	Track Car 1	Track Car 3
June 11	Group Tour 1500-1630		
June 24	Regular Museum Ops		Al Emens
July 1	Regular Museum Ops		
July 8	Regular Museum Ops		Al Emens
July 12	Group tour 1000-1200		
July 15	Regular Museum Ops		Al Emens
July 22	Regular Museum Ops		
July 29	Regular Museum Ops		Al Emens
August 5	Regular Museum Ops		
August 12	Regular Museum Ops		Al Emens
August 21	Group tour 1000-1130		
August 26	Regular Museum Ops		Al Emens
Sept. 2	Regular Museum Ops		
Sept. 9	Regular Museum Ops		Al Emens

DATE CHANGE: The next Board of Trustees meeting has been moved to July 12.



AN ERIE EXPERIENCE

Over the last few weeks, volunteer Chris Hauf has worked to renew the Erie Railroad logos on the side of caboose C254. Chris also helped polish the finish of the caboose so she would be look her best and be ready for the 2012 museum season.

In one session, Chris masked off the body and repainted the white areas of the logo. Next, he carefully masked off the body and covered the white areas with painters tape. The black paint was applied, the tape pulled off, and a fresh Erie logo was revealed! In addition to these cosmetic improvements, Chris has also headed up a project to restore and protect the roof. Years of tar and rust were removed and a new protective finish was applied. As part of the restoration work, new brackets were designed and installed should we decide to reinstall the roofwalks that Conrail removed while they owned the caboose.

This particular car was built in Erie's Dumore Shops in 1946, one of the first all-steel cabooses introduced after the war. It is also unique that this series of cabooses was welded together, where previous cars were of riveted construction.

Since this car was donated to us by Conrail in the 1990s, it has been restored and used as one of our primary cars to carry visitors on our museum demonstration railroad. Over the years, our volunteers have taken steps to ensure this historic caboose remains in top condition for years to come.

—Otto Vondrak, Chris Hauf photos



Destination Depot: A Fresh Look for 2012

Volunteers from NYMT and RGVRRM collaborate on ideas to implement end-to-end service

During the past winter, electrification concept plans have been developed and approved for final design. Ongoing construction work for electrification has also taken place. Together, these efforts should lead to a complete trolley ride between NYMT and RGVRRM in the next few years, fulfilling a dream we have shared since the beginning of the museums.

Electrification is now the single-longest construction effort to take place at the museums. The construction of the mainline took 15 years, from 1977 to 1992. Electrification has now been actively underway since 1995, a total of 17 years. During that time, two operable cars were obtained, a mile of overhead was erected, a substation was built and regular operations commenced. To fully realize the potential of what has already been built, and to truly demonstrate the capabilities of electric transit, it will be necessary to extend the ride southward to RGVRRM so that visitors can experience a one-seat trolley trip between the museums.

As has been the case in past years, the remaining work has been phased so that volunteers can perform the bulk of the construction labor, keeping costs at least reasonable. This year's electrification construction work is centered on the east leg of the loop track at NYMT. At present, the electrification runs the long way around the loop on the west leg, a distance of about 2,000 feet from the substation to the loop switch. The distance between these two points via the east leg of the loop is just 800 feet. By electrifying the east leg, power has a 1,200-foot-shorter path to travel south. This effectively extends the power level that we now see at Midway to near Switch 6, without having to resort to an expensive feeder system.

The east leg of the loop track has seen recent tie replacement, and the poles have been set for electrification in this section.

All poles and ground anchors are in place along the east leg of the loop track, and one span wire and its downguy are in place. During 2012, the remainder of the overhead here is to be erected and about 50 rail bonds placed. The track structure in this area is being upgraded with the installation of 26 new ties.

With the loop track fully electrified, cars



OTTO M. VONDRAK

will finally be able to be turned occasionally to equalize wheel wear. Once 50 or 75 more ties are installed in coming years, it will be possible to operate cars routinely around the full length of the loop, eliminating the need for changing ends at NYMT and adding new mileage to the ride.

South of Midway, at the other end of the present electrification, three poles have recently been set. During 2012, the remainder of the poles and all the ground anchors needed between Midway and a point somewhat north of Switch 6 are to be installed. They will be left to harden in place during the rest of 2012, permitting overhead to be installed in 2013. An important improvement at the south end of the line was completed on April 14, 2012, with the installation by RGVRRM volunteers of a new culvert just north of Switch 6 to replace the old one that had failed.

The final piece of the electrification puzzle has been solved in concept. The 69,000-volt National Grid power line along the east side of the Livonia, Avon & Lakeville runs above the museum railroad from Switch 6 to the RGVRRM depot. Running an electrified line along the Hill Block and under the power line to the Depot is therefore not practical. The adjacent power line would result in dangerous induced voltage in the trolley wire.

However, construction of a Trolley Bypass to the east, starting about 200 feet north of Switch 6 and extending along the east side of the RGVRRM property to Track 9 in the Upper Yard, will be far enough away from the National Grid

power line to permit trolley overhead to be built and maintained safely. Trolley trips along this route would terminate on Track 9 in front of the RGVRRM Restoration Building, at which point visitors could either examine displays or proceed on a 700-foot walk down to the Depot.

This concept has been approved by both museum Boards so that final design work can be completed. During 2012, a full topographical survey of the area from several hundred feet north of Switch 6 to the Restoration Building will be made in preparation for a final design for the Trolley Bypass.

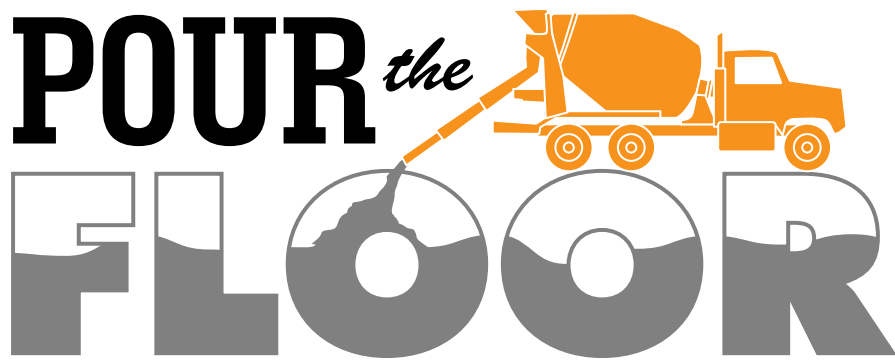
Along with the extension of electrification south to RGVRRM is the improvement of track north of BOCES Crossing so that diesel-powered trains can operate for the full length of the railroad. This will permit both an increase in operational possibilities and railroad capacity.

Two track projects are planned for this year. In June, NYMT will again host Giambatista Railroad Contractors' crew for a week; they will be smoothing and superelevating the Remelts-Giles curve. During this year, the RGVRRM track crew will remove the kinks in the track near Reid's Crossing, replacing many ties there. The NYMT track crew will finish the safety tie installation on the East Leg of the Loop Track this summer.

It should be an exciting season of railroad and electrification survey, design and construction at both RGVRRM and NYMT!

—Charlie Lowe, NYMT

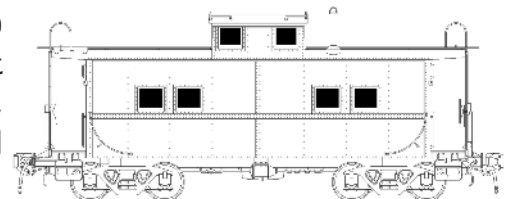
You can help! Visit www.rgvrrm.org/support



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.

Help us complete our LV caboose!

You can help us return a historic Lehigh Valley Railroad caboose to the rails! We are trying to raise \$2000 to help pay for materials that will allow us to make repairs and replace damaged interior woodwork, as well as make external sheet metal repairs where needed. As of April 15 we have raised \$500. **Your donation in any amount will help!**



Volunteer! Visit www.rgvrrm.org/volunteer

Giving just an hour a week helps your museum grow!

DEPOT GUIDES NEEDED

Not interested in train operations? We are always in need of Depot Guides throughout the year. Depot Guides greet our visitors when they get off the train, and help interpret our many displays. Without them, our visitors show up to closed displays and a shuttered depot. We need your help to keep our museum open to the public. Get involved! Please contact **Mike Root** by email at mikeroot@clearwire.net.

NYMT GIFT SHOP HELP WANTED

The gift shop and ticket desk at the NYMT is the front door to both of our organizations. The gift shop is the first thing our visitors see, and it is also the place where tickets for our joint trolley and train rides are purchased as well. The NYMT can use our help to staff the gift shop, which can get quite busy between incoming visitors and folks looking to purchase souvenirs. Please email **Jim Dierks** at dierks66@frontiernet.net if you can spare a Sunday or two to help out.

YAHOO! GROUPS New email list took effect in February

In an effort to streamline our communications, we are moving our old email distribution lists to new Yahoo! Groups! Joining the new groups is easy, plus it gives you more control over how you communicate with others. **There are new email lists for Friends, Members, Active Volunteers, and Operations Dept.! Need to get signed up? Not sure where you belong?** Contact Otto Vondrak by email at 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 or call (585) 820-2341.



THE SEMAPHORE

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



This Month's Meeting:

June 21

7:30 PM at Industry Depot

Route 251, Rush, NY

Next Month's Meeting:

July 19

7:30 PM at Industry Depot

Route 251, Rush, NY

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



Visitors to our May membership meeting at the 40 & 8 Club in Rochester were treated to an exhibit of lanterns and artifacts displayed by Jeremy Tuke and others. Our next few meetings will take place at Industry Depot, home to our Rochester & Genesee Valley Railroad Museum. Our museum meetings are open to all, please check our web site at www.rgvrrm.org for a list of dates. OTTO M. VONDRAK PHOTO