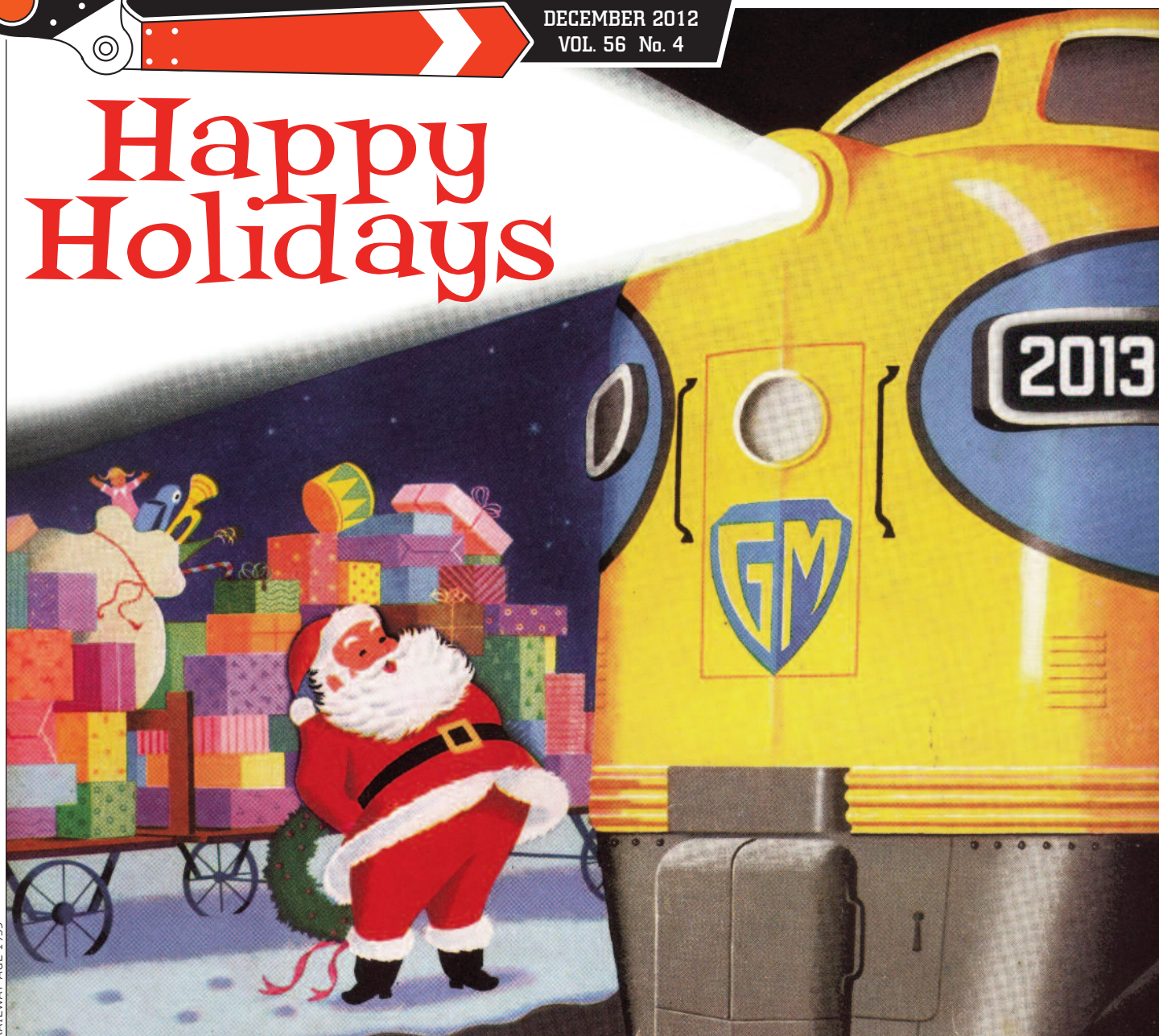


Happy Holidays



RAILWAY AGE 1953

Best Wishes for a Happy and Healthy New Year

The museum Board would like to extend our condolences and sympathies to museum volunteer Steve Huse, whose mother recently passed away.

So many things to talk about before we close out 2012! It was a productive year for sure, with great progress on many projects, and the groundwork set for future expansion as we once again turn attention

to our Restoration Building and the long-term preservation of our historic equipment collection. Too much weather and not enough resources continue to be major challenges to our museum.

We are moving forward on the design and construction of our new inspection pit inside the Restoration Building. With the project in the design stages, we need to get

the building cleaned out so we can start construction as soon as possible. Any one interested in helping clean up the building please contact Joe Nugent.

In the Spring the board passed a new policy requiring all projects that will require more than \$250 or 24 man hours to complete be approved prior to starting the work. The reasons for (Continued on p.5)



www.rgvrrm.org

MUSEUM OFFICERS

PRESIDENT

Mike Dow
(716) 474-2833

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EDITOR

Otto M. Vondrak
ovondrak@yahoo.com

PRINTING AND MAILING

Dave Peet
Don Wawrzyniak

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM

R&GVRRM MEMBERSHIP MEETING

NOVEMBER 15, 2012

The November Museum Membership Meeting was called to order at the 40&8 Club, 933 University Avenue, Rochester, at 7:33 p.m. by museum President Mike Dow.

Historian Report: Historian Don Schilling showed us some 1972 photos of Industry Depot; it was noted that several people present had contributed to the restoration effort. The photos were given to trustee Otto Vondrak for our records.

Membership Report: On behalf of Membership Chairman Sam Rosenberg, Otto Vondrak reports that there were five (5) new candidates to be accepted as new members: **Ralph Massena** of Geneseo, NY; **Fred Furminger** of Depew, NY; **Charles "Sandy" Burton** of Lebanon, NJ; **David Stavans** (RIT student) of Yorktown Heights, NY; and **Phillip Sutter** (RIT student) of Broadalbin, NY. A motion was made by Duncan Richards to accept the candidates as new members. The motion passed unanimously.

New Business: Otto Vondrak read the Mission Statement previously prepared by the committee consisting of Otto, Joel R. Shaw, and Dave Shields; and accepted by the Board of Trustees. There was a motion by Dave Shields to accept the statement as read. The membership vote was unanimously for the document as read.

The Scoping Document was also presented by Otto Vondrak and opened to discussion by the membership. Joel R. Shaw has volunteered to gramatically "polish up" and focus this item.

Museum Library Report: The 40&8 Club is moving to a new building to be constructed on their property. There will be room for us to meet, but we do need a new location for the library contents. A Search Committee consisting of John Stewart, Ron Amberger, and Joel R. Shaw has been formed. Librarian Bob Fleck will be assisted by Chris Hausler for several of the first-and-third Mondays of the month for library access.

Museum Store Report: The Batavia Train Show was busy up to 11:00 A.M.; we grossed over \$350.00. The RIT Train Show will be on December 8, we will need help manning our booth.

Operations and Preservation Report: A Restoration Building pit committee consisting of Joe Nugent, Rob Burz, and Bob Achilles has reported that design drawings have been obtained; we are looking at a late February or early March time slot for this activity. There is a need to clean out the Restoration Building in addition to finding new homes for several of the items so construction can begin on the pit.

Reid's Crossing track work improvement has been completed with tamping and re-alignment.

Otto reports that the South waiting room is cleaned out and we will be getting a center bench from the Avon Depot. This may need clean up and repair before being put on display.

Jeremy Tuke reports on our sewer system that Albany will be turning this over to the County. Then we will be able to progress with our plans.

Joe Nugent reports that Motive Power RG&E #8 has some work yet to be done; LV #211 needs work on the water pump as well.

The Erie Lackawanna M.U. car roof is now shrink wrapped; the Pine Falls car is next in line to be examined and stabilized.

Newsletter Report: Otto Vondrak, Editor of *The Semaphore*, announced the newsletter will be mail this out twice per year as a reminder to the membership that we are still here. There needs to be a reporting of all activities and work reports, etc. to Otto by the end of November.

Program: Museum member Duncan Richards will be presenting "Frostbite Ferroequinology," a collection of photography where each image contains some representation of frozen water (snow, ice, frost, etc.).

Jeremy Tuke made a motion to adjourn. The motion passed unanimously. Adjourned at 8:23 p.m.

—Joel R. Shaw, Secretary

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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:

Jan. 17
at 40&8 Club, Rochester NY



MUSEUM CONTACT INFO

MUSEUM PRESIDENT

Mike Dow

(716) 474-2833 mdow@rochester.rr.com

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

Looking back at 2012

Each year we make so much progress and do so many jobs, sometimes it's easy to miss 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.

NYC Caboose 19877 Rebuild

Project Foreman: Charlie Marks

Volunteers: Jesse Marks, Jacob Marks

Scope of Work: – Final paint on 3 sides, new plywood over most of the inside, repairs to both sliding windows so they are useable. Major part of project to be completed is rebuild of south platform and replacement of about 10 ft. of roof in front of the cupola which is now the hold up for finishing the inside. Our goal is to finish it up next year.

WA&G Snowplow Maintenance

Project Foreman: Charlie Marks

Volunteers: Jesse Marks, Jacob Marks

Scope of Work: Not much new happened in 2012. Continuing effort is to keep the water out. Made new side windows for the cupola. Still hoping to get them installed this year. Continued work on snowplow is waiting for completion of NYC caboose project.

Industry Depot Clean-up

Project Foreman: Otto Vondrak

Volunteers: Joe Nugent, Chad Timothy, Max Lucieer, Dave Scheiderich, Mark Wilczek

Scope of Work: All items were removed from the South Waiting Room and put into temporary storage following the conclusion of our normal operating season. The goal of the project is to clean the room and make any needed repairs before refinishing the floors and installing new, updated displays. Work through the end of 2012 will involve an evaluation of the floor for repairs, with refinishing to take place in early 2013.

Firewood Replenishment

Volunteers: Dale Hartnett

Scope of Work: Splitting wood so that the depot has enough fuel for the stove throughout the winter. Thanks also to Ray Howard for bringing his log splitter out to the museum for use in this project.

TC-3 and Trailer Rebuilding

Project Foreman: Bob Mader

Volunteers: John Redden, Chris Hauf, Norm Shaddick, Rand Warner, et. al.

Scope of Work: Major maintenance work on TC 3 took place early in the year, including new windows, new wheels, and repainting. Also included in this project was the refinishing and repair of the trailer, originally constructed by volunteer Neil Bellingier. The trailer was reconditioned with new wheels, and given a new paint job for the 2012 operating season.

Empire State Express Coaches

Project Foremen: Casper the Ghost, Harvey the Rabbit, and a Unicorn

Volunteers: Dave Peet, Joe Nugent, Rob Burz, Don Warwyzniak, Chris Hauf, Dale Hartnett, Dave Luca, Jeremy Tuke, Mike Dow, Joel R. Shaw, and a Cast of Thousands

Scope of Work: Aside from long-term cosmetic work, two coaches were focused on to be made ready for a private trip operated by the Livonia, Avon & Lakeville in September 2012. Window installation was completed, and some wall panels replaced. Brakes inspected and repacked at the end of June. This project needs a Foreman before work can continue.

(continued...)

RG&E #8 Systems Rebuilding

Project Foreman: Joe Nugent, Mike Walsh

Scope of Work: Two new air reservoir tanks were hung under the RG&E #8 this year, with plumbing and additional work to continue through the winter into 2013. These steps were critical in rebuilding the air brake system on this locomotive so it can be returned to active service.

Radio Conversion to Narrowband

Project Foreman: Dick Holbert

Scope of Work: Currently, the majority of UHF and VHF radio licensees operate using 25 kHz technology. However, the UHF and VHF frequency bands are congested with limited spectrum available for system expansion or implementation of new systems. The migration to 12.5 kHz technology will allow creation of additional channels within the same spectrum, thereby supporting more users. At the conclusion of our operating season this past November, Dick Holbert converted our communication system (base radio and portables) to be compliant with the new 12.5MHz mandate, well in advance of the FCC's January 1 deadline. In accordance with FRA and FCC Rules, any person operating a radio on our Railroad Radio Service channels must be Operating Rules qualified (which does not apply to channels operated by the NYMT).

New Museum Sign at Industry

Foremen: Otto Vondrak, Chris Hauf

Volunteers: Chris Hauf, Dan Waterstraat, Scott Gleason, Mark Wilczek, Jeremy Tuke

Scope of Work: Jeremy Tuke acquired the proper permits from the Town of Rush while Otto Vondrak created the design for the new sign based on our new logo. Dan Waterstraat and Scott Gleason prepared the new area while Dan built a sturdy new frame to hold the 4x8 foot sign. Chris Hauf acquired the sign material, cut and applied vinyl lettering. Mark then delivered the completed sign to the museum, and Mark worked with Jeremy to install the sign. Chris is working on some additional hang signs to add under the main sign and hopes to have those completed over the holiday. In the spring, we also need to consider some further landscaping to improve the overall look of the sign. It is a great improvement to our curb appeal and really helps get our name out to the public.

Erie Caboose C254 Roof Refinishing

Project Foreman: Chris Hauf

Volunteers: Mark Wilczek, Tony Mittiga, Jim Bridgen, Dale Hartnett, Joe Nugent

Scope of Work: The project started with the plan to needle scale, prime and paint the roof of the Erie caboose which we completed in early July. With the caboose in the shop, some other improvement projects were also undertaken. Mark Wilczek fabricated and Chris Hauf welded brackets on to the roof prior to painting to allow for the original roof walks to eventually be reinstalled. The entire caboose was buffed and waxed to turn the faded red back close to its original shine from August 1994 when it was painted. The "Erie" logos on both sides of the car were also touched up (these were originally put on the car from

patterns created by Gene Redden). All of the end windows were scraped, sanded, filled, primed and painted. These windows are fixed in the car so the work was done on the car. The six lower sliding side windows out of the car were also sanded, filled, primed and repainted the windows in his home shop. The cupola side windows still need to be removed, sanded, filled, primed and painted to insure they will last for many more years. Finally, Chris Hauf with help from Mark Wilczek also renewed the paint on the trucks and underside of the car which had last been done by Chris and Tom Tucker several years back. Ultimately the black on the ends of the car also needs to be renewed and inside the car, the floor needs a fresh coat of paint to protect it for years to come.

LV Caboose 95100 Restoration

Project Foreman: Otto Vondrak

Volunteers: Joe Nugent, Rob Burz, Tony Mittiga, Mark Wilczek, Dale Hartnett, Jim Bridgen, Chris Hauf, Jeremy Tuke, A.J. Austin, Sean Angelo

Scope of Work: The caboose was placed inside the Restoration Building in January, and immediately crews set to work needle scaling the exterior steel surfaces of flaking paint and rust. Crews also worked inside to stip layers of paint off of the interior woodwork. The icebox was removed to make repairs to it and the surrounding walls. All exterior fixtures were removed. The windows have been plugged with plywood so that the car can be heated during the winter months so restoration efforts can continue. Exterior steel repair will begin this winter, and interior reconstruction will take place as well. It is our goal to have the exterior ready for primer this spring.

Penn Central caboose polish

Project Manager: Chris Hauf

Scope of work: Work was undertaken to polish the exterior paint on Penn Central transfer caboose #18526 to return the gloss to the paint and add a layer of protection against the sun. The project was completed over the course of three days, in time for opening of our joint operating season.

Track Repair at Reid's Crossing

Project Foreman: Mike Dow

Volunteers: Dave Scheiderich, Tuesday Night Track Gang, John Redden, Duncan Richards, Rick Israelson

Scope of Work: During the month of November, to help repair a subsidence of the joint railroad at Reid's Crossing, the track was moved back into position and backfilled with ballast. The work involved the use of our backhoe as well as our mechanical tamper.

Gradall Hydraulic Repair

Project Foreman: Bob Ziegler

Scope of Work: Bob rebuilt the turn cylinders for the museum's Gradall during the month of April.

REA Delivery Truck Restoration

Project Foreman: Lynn Heintz

Scope of Work: Working continues on this project to restore our 1939 Railway Express Agency delivery truck. New water pumps, distributor caps, and radiator were installed in January and February. Sheet metal work is to follow.

Compressed Air System for Shop

Project Foreman: Rob Burz

Volunteers: Jeremy Tuke

Scope of Work: A permanent system of pipes was installed in the Restoration Shop

INCREASED GANG ACTIVITY AT INDUSTRY

BY DUNCAN RICHARDS

INDUSTRY, N.Y. (R&GV) — The Tuesday Night Track Gang (properly known as the "TNT gang") had a productive year in support of the museum. We changed out 29 ties over the course of the summer, made corrective repairs at switch 6 and began rehab at Reid's Crossing, continued the ongoing task of tightening spinners and loose track bolts, replaced and/or

removed joint bars as applicable and did a lot of rebuild work on the Bellenger car over the course of the winter months along with repairs and rebuild of the Bogucki "BS-1" Ballast Sifter. We also got called to duty for a number of sessions in support of the Empire State Express coach project and assisted in efforts in brake work, roof vents, window sealing and interior painting. Rather than listing all the participants,

I'll simply thank everybody who came out and helped. The core group of Tuesday regulars along with those folks who floated in as their schedules allowed. We look forward to the arrival of more new ties for next year's work. If anybody has a small generator they'd like to donate we could sure use it to power a light bar to extend our working hours as the weather improves.



ON THE HIGH IRON: On January 15, 2012, we moved our Empire State Express passenger coaches to our new siding on the west side of the Livonia, Avon & Lakeville tracks. We used former US Army 1843 for the task, and it was more than happy to stretch its legs out on the main (with the full cooperation and supervision of the LA&L). Also, our recently arrived Lehigh Valley caboose enjoyed a short move on the main before it was moved up to our Restoration Building. PHOTO BY CHRIS HAUF

during the month of April and May to deliver compressed air to work areas around the building.

BR&P Caboose 280 Restoration

Project Foreman: Chris Hauf

Scope of Work: Through the first half of 2012, work continued on building reproduction fixtures inside the caboose to help backdate it closer to its as-built 1920s appearance. This included the construction of new bench lids and closet doors.

Velocipede Restoration

Project Foreman: Bob Mader

Volunteers: Norm Shaddick, Rand Warner, Pete Gores

Scope of Work: A wooden velocipede was donated to the museum, and restored to working order thanks to an extensive rebuilding of the wooden-spoked wheels.

Niobe Interlocking Machine

Project Manager: Mike Dow

Volunteers: Dave Scheiderich, Joe Nugent, John Redden, Jim Johnson

Scope of Work: The machine is mostly done with about 14 electric locks remaining to restore. When complete the machine will be part of a new interactive display for the public.

Rare Mileage Excursion Excursion

Project Manager: Dave Shields, Otto Vondrak

Volunteers: A Cast of Thousands

Scope of Work: Our first public excursion with our Empire State Express coaches was conducted on October 27, 2012. The special trip operated from Avon to Mortimer Junction and return, with the cooperation of the Livonia, Avon & Lakeville Railroad. Dave Shields was in charge of the marketing and the on board personnel (including our volunteer technicians, car hosts, and concessions), and Otto Vondrak was also in charge of marketing, ticket orders, and liaison to the railroad. A "cast of thousands" helped to get the coaches ready for service throughout the summer and fall months. From cosmetic issues to mechanical issues, two coaches and the power car were made roadworthy. The LA&L used our coaches for their own private trip on September 29, and in both instances, the equipment performed flawlessly.

Did we miss your project? Leave out details? Please contact the editor at ovondrak@yahoo.com



President's Report

(*Con't from p.1*) this are; we want to keep track of our volunteer resources, our expenses, and make sure we don't end up with projects that we are unable to complete. If you have questions about the policy, please contact our museum manager Dave Scheiderich.

We are in the process of drafting a long-term vision for the museum to guide us towards and define a common goal for the future. We have passed a new Mission Statement at the last membership meeting that is the first step towards defining the purpose and goals of our museum. The next step is the creation and approval of the Scoping Document. This document helps to define in writing what the museum will cover in its collection and what we focus our priorities on. In turn this will drive how we interpret our historic collection to our visitors. These documents have been sent out to email lists, if you have not seen it please contact Otto Vondrak.

We are looking for feed back from you on what you want to see happen at the museum in the future, from new restoration projects, to new displays, to additional events and more. Please email me at mdow@rochester.rr.com or call me at (716) 474-2833.

UPCOMING PROGRAMS

December 20, 2012 "35 Golden Summers at Ontario Beach Park" by Donovan Shilling

January 17, 2013 "Lehigh Valley Railroad" by Jim Moore

February 21, 2013 "1960s and 1970s Around Rochester" Peter Gores

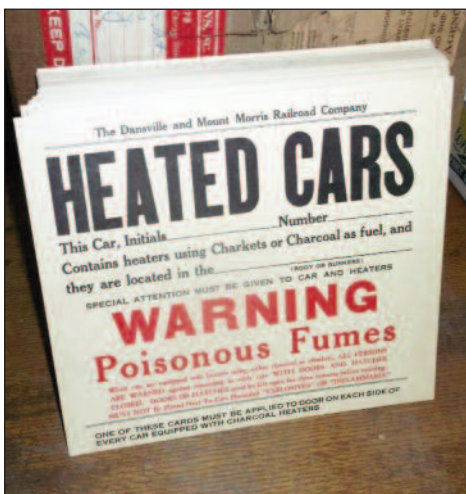
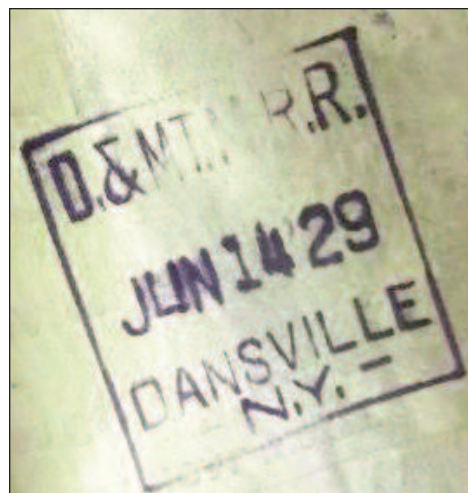
March 21, 2013 "Charlotte Hojack Bridge Before and After" by Chris Playford and Harold Russell

April 18, 2013 "Cass Railroad" by Irene Szabo

Please contact **Harold Russell** at haroldrussell@juno.com if you'd like to volunteer for a future program.

HOLIDAY OPEN HOUSE

Dec. 14, 2012: Enjoy our Holiday Open House at Industry Depot from 6:00pm to 9:00pm. Enjoy hot cider and treats in the atmosphere of our restored 1909 Erie Railroad passenger depot. Bring your friends! Details listed on www.rgvrrm.org.



Contents of D&MM Dansville Depot Auctioned Off

Crane's Antiques auctioned off the contents of the Dansville & Mt. Morris Railroad's Dansville depot on behalf of the Hart Family on December 1, including furniture, tools, some miscellaneous paperwork and more. The railroad was established in 1864, with the first trains running in 1871. At one time leased by the Erie, the

railroad passed to local control by 1891. Frank Hart became general manager in the 1930s. The D&MM connected with the Erie's Mt. Morris Branch at Mt. Morris, the Pennsylvania Railroad at Sonyea, and the the Lackawanna at Groveland. As the fortunes of Foster-Wheeler (the largest online customer) waned, The D&MM was

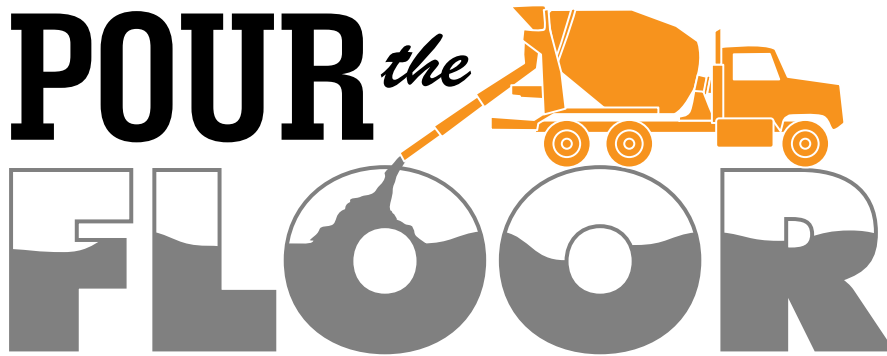
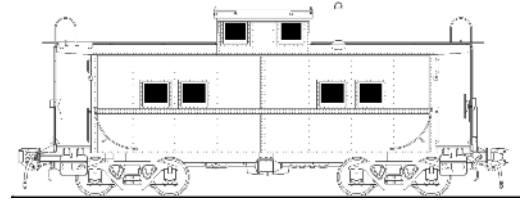
sold to the Genesee & Wyoming in 1985, and the only portion that remains today is from Groveland to Dansville. The Hart Family retained ownership of the depot to the present day, with Bob Hart using it as his office until recently. The depot is for sale and its future is uncertain.

—Otto M. Vondrak, photos by the author

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

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 \$2500 to help pay for continued restoration of the body as well as preparation for painting and finishing. As of July 15 we have raised \$500. **Your donation in any amount will help!**



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.

New York State auctions off idled Turbos



ALBANY — They've sold some parts over eBay, but the state Office of General Services has concluded the best way to clear out several rusty Turboliner train cars is through an auction.

Surplus parts will be sold Dec. 11 at the Rotterdam Industrial Park; the cars will be on the block Dec. 13 at the Scotia Glenville Industrial Park.

So far, OGS has sold more than \$65,000 in surplus train parts on eBay.

In June, state Operations Director Howard Glaser

led a press tour of the train cars, pointing to them as a symbol of government waste. The equipment had been purchased in 1998 in hopes it would be used in stepped-up rail service, but sat unused for more than a decade.

OGS Commissioner RoAnn Destito said the state would save \$150,000 in annual storage expenses once it gets rid of the trains and spare parts.

—Rick Karlin, *Albany Times Union*

See also: Railfan & Railroad web site:

http://www.railfan.com/extraboard/rf_extra_nov2012.php

YAHOO! GROUPS Are you or a friend missing messages?

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 Members, Volunteers, and Operations! Need to get signed up? Not sure where you belong?** Contact "listmaster" 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:

December 20

7:00 PM at 40&8 Club

933 University Ave, Rochester NY

Next Month's Meeting:

January 17

7:00 PM at 40&8 Club

933 University Ave, Rochester NY



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



GOING, GOING... Contractors have begun the process to dismantle the former New York Central (Rome, Watertown & Ogdensburg Ry., also known as the "Hojack") swing bridge that spans the mouth of the Genesee River at Charlotte, New York. The bridge has been idle since 1996, when coal shipments to RG&E's BeeBee Station ended, which was the last traffic to use the route. Seen here on November 27, all that's left of the bridge are its central supports and pivot. The entire steel structure would be removed by the end of the month. PHOTO BY CHRIS PLAYFORD