



**IT'S ALL IN THE DETAILS:** Norm Shaddick and Rand Warner disassemble a track car trailer used in maintenance of our railroad. This is just one of several projects being worked on through the winter months so we are ready for our operating season. We could use your help! JOE NUGENT PHOTO

# New Goals for 2013

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Hard to believe another year is already upon us. I'm already looking forward to the opportunities for growth for our museum and our organization. Even though winter weather is settling in, volunteer work continues year round. Your Board of Trustees has been discussing prioritizing five projects as "must complete" for 2013 so that we can continue our growth. These projects include clearing out the Restoration Building; design and construction of the inspection pit; completing the new paint job for Industry Depot; taking steps towards preserving the Pine Falls (PRR Pullman/Lounge car); and repairing the Lackawanna baggage car roof. What projects would be in your "top five?"

On the administrative side, we have a separate list of prioritized projects, including filling out the new department struc-

ture to create a more efficient museum management. Over the next few months, we'll be transitioning away from committees, which are a leftover from the days when the museum was only a side project of the Rochester Chapter NRHS. We'll also be shaping the museum's long-term plan based on our revised mission statement and scoping document. We will also be looking at new ways to increase our visibility through advertising and marketing. Hopefully, this also leads to an increase volunteers, and we're always looking for new ideas. Finally, and most importantly, *how can we have more fun?* Yes, this is supposed to be FUN, remember?

Contact me at (716) 474-2833 or [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com). I'd like to hear your ideas. Happy New Year!

—Mike Dow, Museum President



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

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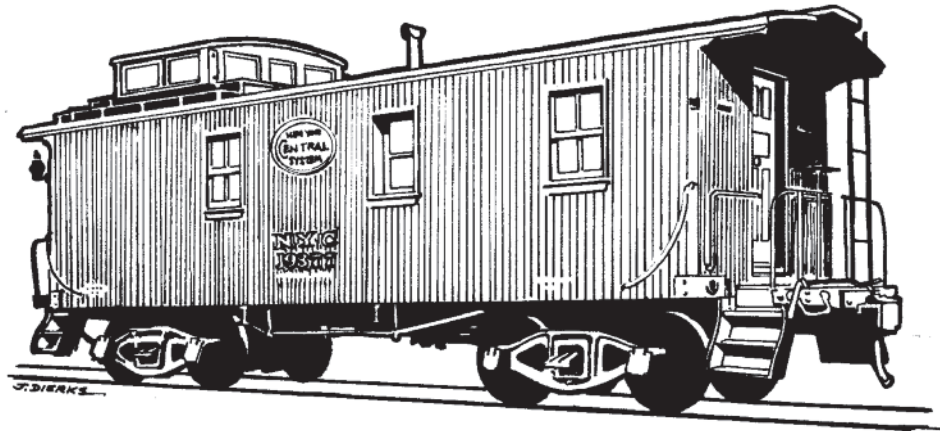
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Bob Miner  
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# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM R&GVRRM



#### R&GVRRM MEMBERSHIP MEETING

DECEMBER 20, 2012

The December Museum Membership Meeting was called to order at the 40&8 Club, 933 University Avenue, Rochester, at 7:36 p.m. Museum Vice President Joe Nugent presiding.

**Correspondence Report:** None

**Historian's Report:** Historian Donovan Schilling described the upcoming evening program; it included five Rochester lakeside amusement parks that were served by rail. He also displayed a 1905 BR&P flyer describing a special excursion to travel to Rochester for the day from rural Pennsylvania.

**Membership Report:** Membership Chair Sam Rosenberg reports two-thirds of total membership have renewed. One new candidate to be voted in was **Jim Dierks** (whom we all know from NYMT). A MOTION was made by Jeremy Tuke to accept the candidate as a new member. The motion passed unanimously.

**Preservation Report:** The old center waiting room bench from the Erie Railroad depot in Avon was donated to us by the Avon Historical Society. It will need restoration work, but when complete will be the new centerpiece (literally) of our refurbished waiting room display at Industry.

The Lehigh Valley caboose is in the Restoration Building, and plywood plugs have been installed in the windowframes so that the car can be heated so wintertime work can continue in comfort.

**Operations Report:** Everything is tied down for the winter. RG&E #8 is in the Restoration Building for continued repair work.

**Museum Library Report:** Chris Hausler announce that there are many books that are available for donations; the library will be open from 6:30 to 8:30 on the first Monday as well as meeting nights.

**New Business:** -Otto Vondrak announced the approved calendar of special events to be operated in coordination with the New York Museum of Transportation, including May 19 Transit Festival, June 2 Scouting Day, June 23 Railroad Day, June 30 Take Me Out to the Ball Game, September 15 Fall Foliage/Antique Fire Trucks, and September 15-November 3 Fall Foliage by Trolley and Train.

The Penn Central Railroad Historical Society 2013 Annual Convention will be held in Rochester, New York, on September 26-28. Activities are still being finalized, but a visit to the R&GVRRM is certain. More details available soon.

John Stewart made a MOTION to adjourn; The motion passed unanimously. The meeting adjourned at 7:58 p.m.

—Joel R. Shaw, Recording Secretary

## VISIT US ONLINE:

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

[facebook.com/rgvrrm](https://facebook.com/rgvrrm)

[youtube.com/rgvrrm](https://youtube.com/rgvrrm)

### 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:

**Feb. 21**

at 40&8 Club, Rochester NY





## ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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

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### UPCOMING MUSEUM PROGRAMS MONTHLY MEETINGS

We have resumed our monthly meetings at the 40&8 VFW Club, located at 933 University Ave., Rochester. Everyone is welcome to attend! The museum store opens at 7:00 p.m., with the general business meeting starting at 7:30. Programs usually start around 8:15 following the business meeting. Bring a friend! Please visit our web site for more information at [www.rgvrrm.org](http://www.rgvrrm.org).

**January 17:** "Lehigh Valley Railroad" presented by Jim Moore. The show will cover not only the LV, but also the New York Central, Baltimore & Ohio and the Erie Lackawanna in the 1950s and 1960s from around the Rochester area.

**February 21:** "Rochester in the 1960's and 1970s" with Pete Gores. Another look back at railroad action around the Flower City through the lens of Pete Gores. Remember that time he fell through the roof at Industry? That photo probably won't be in his show... But plenty of other good stuff will be, we're sure!

**March 21:** "Charlotte Hojack Swing Bridge In Existence and Dismantling" by Chris Playford and Harold Russell. Chris will share his digital images of the bridge's dismantling from November 2012, while Harold will share his slides made in 2005 while gathering field data.

**April 18:** "Cass State Park Shays,



**GOING DOWN THE DRAIN:** Volunteers Rob Burz, Tony Mittiga, and Chad Timothy helped replumb the basement drain under Industry Depot on January 5. Completion of this project will ensure that our basement will remain dry, helping to protect the depot and also increase the usable space. By the following week, the piping was complete and the hole had been filled and sealed under a smooth concrete floor. **PHOTOS BY JOE NUGENT**

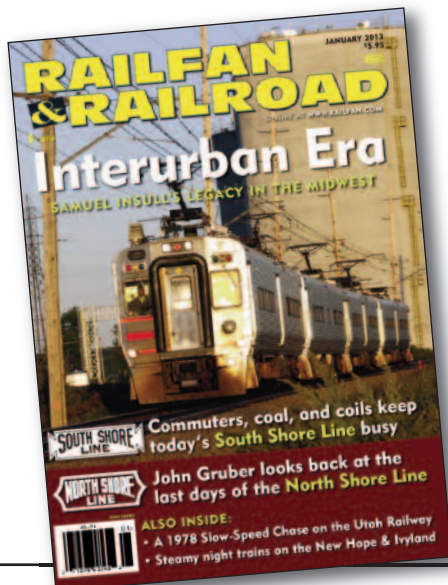
Heislars, and a Climax" by Irene Szabo. Cass State Park is a remnant of the more than 3,000 miles of logging railroads climbed through West Virginia. Today eleven miles remain at Cass, perfumed by the heady smell of working coal smoke.

**May 15:** Members' Slide Night and Museum Elections. Details to follow.

—Harold Russell, Program Chair

### PROPOSED AND ACTIVE MUSEUM PROJECTS FOR SPRING

A lot of questions have been coming up lately regarding some of the recent work down at Industry, and rightfully so. We're working on a bunch of ideas to help our museum better tell the story of Rochester's rich railroading history (with or without the help of a tour guide). Some of this started with the general clean-up of the



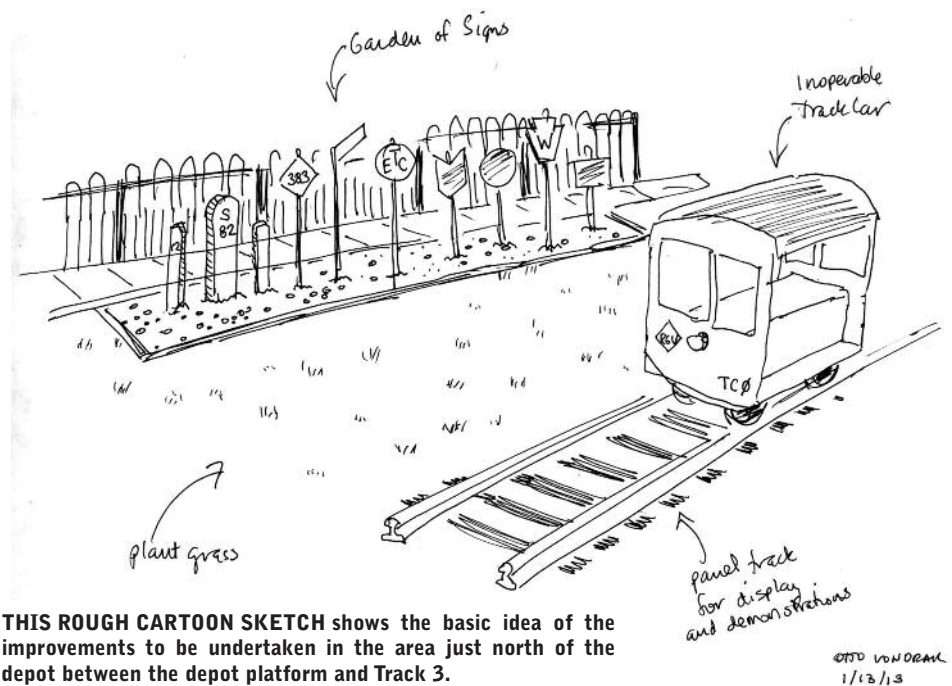
## Museum featured in January issue of Railfan & Railroad

Through some strange coincidence and a random alignment of the planets, the R&GVRRM will once again be featured in the pages of *Railfan & Railroad* magazine. In the January 2013 issue, the "Lineside Legacy" column discusses two projects previously featured in the magazine; the restoration of RG&E 1941 (January 2011 R&R) and the acquisition of Lehigh Valley caboose 95100 (April 2012 R&R). The column is titled, "There Is a Light at the End of the Tunnel," and discusses that while some projects might take longer than expected, their completion is a great boost in morale and helps teach project management so that the next restoration can proceed that much smoother. Hopefully this article will put a positive spotlight on the efforts of our museum as we work to preserve Rochester's rich railroading history! —O.M.V.

depot, but will soon be extended to other areas around Industry as well. Here is a brief outline of some of the proposed changes and works in progress. Your comments and suggestions are solicited!

**1. Depot South Waiting Room:** Over the next few months we will be transforming the South Waiting Room with new displays that focus on the history of our depot and on local passenger train travel. Part of these displays will be the addition of the center waiting room bench (donated to us by the Avon Historical Society, it came from Avon depot). It will need some extensive renovation, but it should make a fine addition to our collection. The old center display has been removed and repurposed for use in the Lackawanna baggage car. Glass display cases have been relocated to the baggage car as well. We'd also like to clean up the agent's office a bit and have displays set up that would show how the station agent would do his daily work. Right now Mike Dow is busy rebuilding the stand for the semaphore levers, which will also include a cosmetic touch-up of the train order signal outside.

**2. Lackawanna Baggage Car:** Over the years, the Baggage Car has become a repository for a collection of interesting odds and ends that didn't otherwise fit inside the depot. First off, we have a very interesting and colorful display of railroad passenger timetables that our visitors really enjoy (it also makes a great talking point for tour guides). Second, there's a popular exhibit of photographs by Robert Carper that show Rochester in the transition era during the 1950s. The remaining stuff inside the car is a combination of lanterns, milk cans, signs, and other railroad hard-



**THIS ROUGH CARTOON SKETCH** shows the basic idea of the improvements to be undertaken in the area just north of the depot between the depot platform and Track 3.

ware (plus a whole lot of baggage. I mean, after all, this is the baggage car).

We will be evaluating the stuff that's in the baggage car and trying to figure out how to focus the displays and make it easier for our visitors to interpret. The old center display from the depot will be repurposed for this car to include a description of what baggage cars were used for, as well as a brief history of Railway Express Agency service. Elsewhere in the car, I'd also like to see the addition of specific displays introducing our visitors to the five railroads that once served Rochester (NYC, LV, ERIE, BR&P/B&O and PRR).

**3. Grassy Area North of Industry Depot (former Tracks 1 and 2):** A few years ago we relocated the B&O baggage

car (Tool Car) and the PRR "Pine Falls" and removed Tracks 1 and 2 from the area north of Industry. Unfortunately, we have been distracted by other projects and have yet to complete the clean-up of this area to make it presentable for our visitors. Volunteers have offered to use our heavy machinery to complete the grading and leveling of the area so that we can spread topsoil and plant grass seed to make this area usable once again. In addition, one idea I had was to display part of our collection of signs and markers and create a display along the concrete platform and steel fence. The signs would be "planted" as a sort of "garden" with the signs facing east and a little placard next to each one explaining what it means. The bases would be surrounded by gravel to allow for





## ONE YEAR ANNIVERSARY FOR LEHIGH VALLEY 95100

**STEADY PROGRESS ONE YEAR LATER:** Our Lehigh Valley caboose entered the Restoration Building on January 15, 2012, for evaluation, repair, and restoration (TOP LEFT). While progress slowed this past fall as we concentrated on the coaches and excursions, progress has been steady with signs of improvement one year later (TOP RIGHT). PHOTOS BY JOE NUGENT Surface rust and chipped paint has been removed, as have parts like window screens and deflectors. Much work has taken place inside, with paint stripped off wood surfaces and fixtures removed for repair and rehabilitation. Volunteer Joe Nugent was under the caboose on January 6 (LEFT) removing old pipe that once connected the conductor's brake valve inside the car to the rest of the system. This line will be replaced with all-new pipe. The pipe and one of its stubborn brackets can be seen BELOW LEFT. PHOTOS BY OTTO VONDRAK

drainage. Another idea was to construct a short length of panel track on the former Track 2 for the display of one of the out of service track cars currently buried behind the baggage car on Track 3.

These are all items we would like to

have complete, or close to completion by the time we open to the public in mid-May. Ambitious? In many ways, yes. But it's a goal I'm confident we can achieve. Refreshing our displays will help focus our message and make for a more enjoyable

experience for our visitors. It will help to revitalize our image and show that we are an active group. As one of the only operating railroad museums in New York State, we owe it to the public to offer the best experience possible. Remember, the best



advertising for our group is word of mouth, and we can get great referrals if we keep our visitors engaged and entertained.

Your thoughts, comments, and suggestions are welcomed and encouraged! Please email me at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com) with your suggestions and let me know if you'd like to get involved!

—Otto M. Vondrak, Trustee

### 2013 RULES CLASS AND TRAINING

It's that time of year again... Time for rules class training for all volunteers interested in railroad operations. This includes all track car operators, trolley operators, and locomotive engineers, conductors, and brakemen. Watch for an announcement regarding scheduling of classes soon. If you have any questions or want to know how you can get involved, contact Operations Dept. Supt. Dave Scheiderich at [boblenon@gmail.com](mailto:boblenon@gmail.com).



**HOLIDAY OPEN HOUSE:** The museum hosted a special holiday open house and party on December 14 at Industry depot. We had an excellent turnout from members and public alike, and everybody had a great time. We look forward to more events at the depot in the future! OTTO VONDRAK PHOTO



**RENDERING** shows proposed new arch bridge alongside existing viaduct.

## No Easy Answers in Letchworth Bridge Replacement Proposal

The stunning view from the original Portageville railroad bridge helped convince William Pryor Letchworth to buy land around the Genesee River Gorge. He later donated the land to New York State, and it became the heart of Letchworth State Park. The current railroad bridge, built in 1875 and listed on the National Register of Historic Places, is a popular vantage point to admire the gorge, though that's technically trespassing.

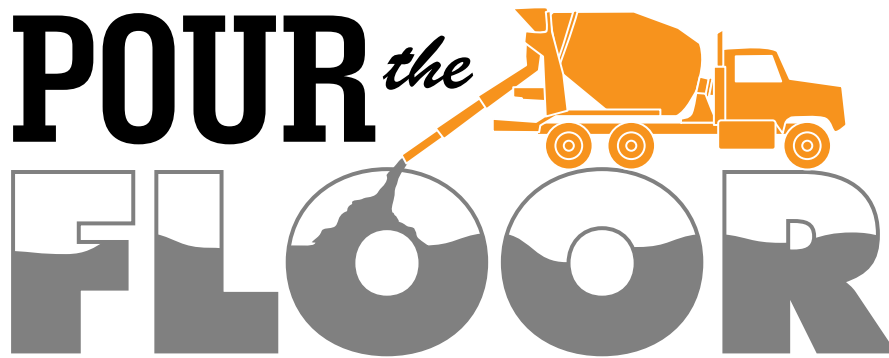
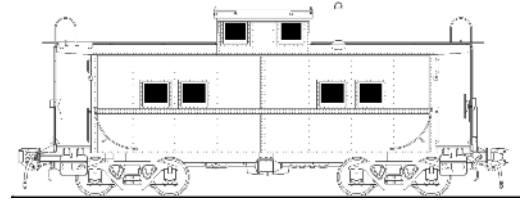
The existing structure is at the end of its useful life, however, and necessary weight and speed restrictions delay train traffic. State officials and Norfolk Southern want to build a new bridge, which means the current bridge would be dismantled or preserved, depending on what state officials decide.

"It's not an easy question to answer," says Caitlin Meives, a preservation planner with the Landmark Society of Western New York. The Landmark Society asked the state to better involve the public in the project, but otherwise has not taken a position on the bridge's future. To save the bridge, the state would need to find a new owner to do rehabilitation and maintenance. The state Office of Parks, Recreation, and Historic Preservation, which would be a natural fit, told the DOT that taking over the bridge is not financial-

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

ly feasible. On Thursday, January 10, the department and Norfolk Southern Railroad will hold a joint public hearing in Mount Morris to address the issue.

Construction could begin in 2013 or 2014 and would take at least three years, officials said. The Portageville entrance at Letchworth State Park would be closed to vehicle traffic to accommodate the work. The park's Castile entrance would be enhanced to allow additional traffic in the meantime.

Norfolk Southern is looking to expand its intermodal traffic through the Northeast, and weight capacities are limited on the old structure. The replacement is expected to cost about \$69 million, offi-

cials said. The DOT has contributed about \$3 million in design costs and has secured \$2.5 million for construction.

The balance would be provided by the railroad and possibly by additional public funding. The money includes a \$2 million grant from the state's Regional Economic Development Council.

"The Portageville Bridge Replacement Project is essential to maintaining the competitive balance of freight rail transportation in New York State and the rest of New England," said Jim Carter Jr., chief engineer of bridges and structures for Norfolk Southern, in the release.

"Now is the time to complete this project as demand for rail service is rising," he

continued. "Bridge construction costs have more than tripled since 2000, and so has the importance of the rail line to the local communities it serves. Modernizing the bridge is vital to ensuring affordable and efficient rail access for shippers and short lines that rely on the Southern Tier."

The project would build a new arch bridge 75 feet south of the existing structure. Besides its engineering advantages, the design is meant to compliment the park's scenic beauty.

*—Portions of this story were written by Jeremy Moule of City Newspaper (Jan. 2, 2013) and by Matt Surtel of the Batavia Daily News (Dec. 15, 2012).*

## **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](mailto:ovondrak@yahoo.com).

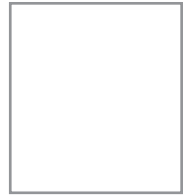
**MATERIALS SUBMISSIONS:** We welcome your contributions to The Semaphore! Any materials related to the activities of the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com) or call (585) 820-2341.





**THE SEMAPHORE**

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



This Month's Meeting:

**January 17**

7:00 PM at 40&8 Club

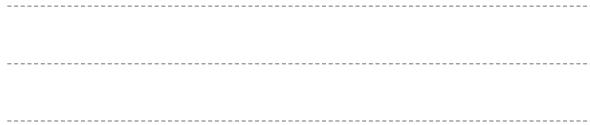
933 University Ave, Rochester NY

Next Month's Meeting:

**February 21**

7:00 PM at 40&8 Club

933 University Ave, Rochester NY



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



**HOME FOR THE HOLIDAYS:** Lights have been strung around the perimeter of the south waiting room, and the former Avon station bench has been placed in the center of the room. Everyone enjoyed the new look of the place at our December 14 Holiday Open House and Party. Soon we will be installing new displays that focus on the history of our depot and the passenger trains that served this line. PHOTO BY JOE NUGENT