



THAT'S A WRAP: Thanks a generous donation from Jon Salsgiver, we have been able to hire Riverside Shrink Wrapping to apply a tough, outdoor grade shrink-wrap to the roof of our ex-Lackawanna electric M.U. commuter coach last September. The roof of this car suffered a failure, exposing the interior to the elements. Applying this shrink-wrap will help stabilize the car until we have the resources in place to make a repair and restoration. In the short term, this will help keep the damage from spreading further. PHOTO BY MARK WILCZEK

Saving What We Have

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We are fortunate to have amassed a very good collection of equipment and artifacts, with most relevant to Rochester and the surrounding region. Most museums do not have the resources to acquire, let alone the space to house such a collection. Since purchasing Industry Depot in 1971, we've worked hard to make a good home for this collection, and do our best to interpret it to the public.

As you may realize, we have far more pieces in our collection than our volunteers can work on during any given year (or decade). Some items have been patiently waiting their turn for 20 years or more. Outdoor storage has not been kind to some pieces, and we are in danger of losing certain pieces altogether. Back in September, we applied shrink wrap to the Lackawanna m.u. car to help stabilize it until we have

the resources to make repairs to the roof.

Your Board of Trustees is now taking steps to stabilize one of the more unique pieces in our collection, the 1939 Pennsylvania Railroad Pullman-lounge *Pine Falls*. Shrink wrap, applying a temporary roof, and other methods are being considered to help halt further deterioration of this car. Next up for consideration is our 1930 Lackawanna heavyweight baggage car, which houses many of our museum displays. It needs a new roof, and we'd like to repaint it in its more familiar gray with maroon stripe. To do either of these things will take time and money, but we need to do them to take care of our collection.

What should we do next? I'd like to hear from you by phone (716) 474-2833 or mdow@rochester.rr.com.

—Mike Dow, Museum President



www.rgvrrm.org

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Railroad Museum

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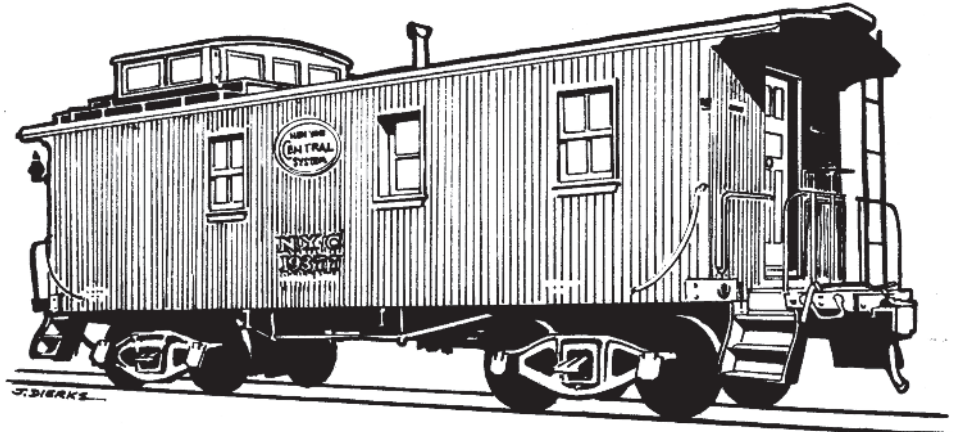
PRINTING AND MAILING

Bob Miner
Don Wawrzyniak

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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS



R&GVRRM MEMBERSHIP MEETING APRIL, 2013

The April Museum Membership Meeting was called to order at the 40&8 Club, 933 University Avenue, Rochester, at 7:30 p.m. Museum trustee Otto Vondrak presiding in absence of Mike Dow.

There was a moment of silence to honor long time member and contributor Bill Chapin. Jim Moore mentioned what a selfless giving man that Bill was. Rand Warner also shared some memories of Bill's contributions to the museum over the years.

Correspondence Report: Don Wawrzyniak mentioned a correspondence from one of the Paranormal Activity groups that is interested in exploring our 1909 depot as well as the grave yard above our property.

Historian's Report: Donovan Schilling told us of a Saturday June 20th, 1981 fan trip operated by the Rochester Chapter NRHS.

Membership Report: Sam Rosenberg presented Will Strassner as a candidate for membership. A MOTION was made to accept the new member. The motion passed unanimously.

Preservation and Operations Report: Dave Scheiderich announced the May 19 Museum opening day. Otto Vondrak has announced that Saturday May 18 there will be a clean up day with an evening cook out. The Depot Guide Meeting will be held on Sunday May 5th at 2:00 P.M. Joe Nugent said that the old exterior steel had been removed from our Lehigh Valley caboose, and that the new steel is on order. Otto Vondrak emphatically stated that we are

in desperate need of project leaders to help keep our projects moving forward, and if you have an interest in a specific project to please reach out to the museum's officers and trustees.

Museum Library Report: The library will be open from 6:30 to 8:30 p.m. on the first Monday as well as any of the meeting nights at 40 & 8 Club. The library is seeking volunteers to help find alternatives for relocating our collection due to the impending redevelopment of the 40 & 8 site.

New Business: None.

Program Committee: The program presented by Irene Szabo was "Cass State Park, Shays, Heislars, and a Climax," which featured photos from the many Railfan Weekends held at Cass Scenic Railroad over the years. Cass is a preserved narrow gauge steam operation operated as a West Virginia state park.

Jeremy Tuke made a motion to adjourn; The motion passed unanimously.

Meeting adjourned at 8:04 p.m.

—Joel R. Shaw, Recording Secretary

VISIT US ONLINE:

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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:

June 20

at Industry Depot



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

MUSEUM CONTACT INFO

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MEMBERSHIP CHAIRMAN

Sam Rosenberg

ALC0251@frontiernet.net



OPENING DAY FASHION SHOW: All train crews now wear overalls and museum t-shirts are part of their uniform. Pictured above on May 19 are Ray Howard, Joe Nugent, Mark Wilczek, and Steve Huse.

BILL CHAPIN (1927-2013)

It is our sad duty to report the passing of long-time volunteer Bill Chapin on April 14. Predeceased by his wife, Ruth Chapin. William is survived by his daughter, Wendy (Kyle) Kulp of Arizona; granddaughter, Eden Kulp; sister-in-law, Margaret Jones. See **page 6** for a remembrance of Bill Chapin's contributions to our museum over the years.

MOTIVE POWER DEPT.

U.S. Army 1843 (Fairbanks-Morse H12-44) was thoroughly inspected, greased, and pre-lubed on May 4. We were able to start the locomotive by the end of the day, and used it to do a little switching on our railroad. Amazingly, the locomotive has practically stopped throwing oil out of it's exhaust stacks. The locomotive was worked hard the last time it was used, freeing up the prime mover's stuck piston rings.

R&GV 1654 (GE 80-tonner) is ready to roll for the season, and will be used as our primary locomotive for Sunday operations. **RG&E 1941** (GE 45-tonner) will be readied for service shortly, and will be used for special events only.

LV 211 (Alco RS-3m) is currently sidelined with what we believe is a leaking water pump. We have a replacement pump on hand, however the work is awkward and time consuming. We hope to complete

this job before the end of the season.

All other locomotives are stored out of service until further notice. Would you like to get involved helping to keep our historic fleet of diesel locomotives in good working order? Please contact me at joe.r.nugent@gmail.com.

—Joe Nugent, Motive Power Supt.

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.

May 15 PROGRAM CHANGE: Craig Woodworth will present "Coast to Coast by Train." Craig retired in 1987 from a 34 year career as an electrical engineer with Niagara Mohawk Power Corp. (then proceeded to work part-time another 16 years as a consultant). He lives with his wife Ruth in Tonawanda, New York.

June 20, July 25, August 15, and September 19: We will be hosting our

monthly meetings at Industry Depot. After a brief museum business meeting, stick around for a twilight train ride and enjoy the museum you help build and maintain!

—Harold Russell, Program Co-Chair

NEW DEPOT DISPLAY CABINETS

By the time you read this, our new display cabinets will be installed in the south waiting room of Industry Depot. These new cabinets are built in a style that matches the interior of the depot, providing new storage space below combined with new display areas above. These new displays will help tell the story of Industry Depot and its restoration, as well as the operation of the Erie's Rochester Branch. Check them out and let us know what you think! Thanks to volunteer Mark Wilczek for building these beautiful new additions to our depot.

—Otto M. Vondrak

PENN CENTRAL RAILROAD HISTORICAL SOCIETY

The Penn Central Railroad Historical Society will be holding their annual convention in Rochester this coming September. The group will be touring our museums on Saturday, September 28. Besides the obvious Penn Central caboose,

we have several other items of interest to the PCRRHS, including our NYC wooden caboose, LV 211 and 95100 (the Lehigh Valley was a PC subsidiary) and our Pennsy N5c caboose. More details will be published as they become available. You can visit their web site at www.pcrhs.org.

—Otto Vondrak

2013 DEPOT GUIDES WANTED

We need you! As our attendance continues to grow, Depot Guides are more important than ever. Not only do we need Depot Guides for regular Sunday operations, but we also need help for our many tour groups that visit us throughout the week-days. **Without your help, we are forced to close our doors, losing much needed revenue and denying our visitors the full museum experience.**

You do not need to be an encyclopedia of railroad knowledge, nor do you need to be a flamboyant showman like P.T. Barnum. All you need is a willingness to greet our visitors and help interpret the displays in and around Industry Depot. For more details, or to schedule your day to volunteer, please contact Otto Vondrak at ovondrak@yahoo.com.

—Otto Vondrak

VISIT US ONLINE AT RGVRRM.ORG

UPCOMING EVENTS

**JUNE 2
SCOUTING DAY**

**JUNE 16
RAILROAD DAY**

**JUNE 30
BASEBALL DAY**

**AUGUST 18
DIESEL DAY 2013**



On May 18, we had a work session at Industry to get ready for opening day. **TOP:** Volunteers Ryan Bailly and Joe Nugent help set our Erie milepost back in the ground, the first of several that will be put on display in this area. **MIDDLE:** Jim Moore helps clean and polish the glass display cases inside the Lackawanna baggage car. **ABOVE:** Dick Holbert helps install new communications lines.

Why your museum will be closing this year

It takes a lot of people to keep your museum running smoothly. Train crews (and track car operators) and depot guides keep visitors moving through our museums. Then there are the many folks who work behind the scenes to keep the place running. Keeping our locomotives running, making sure our cabooses are clean and operate safely, changing out ties and maintaining our tracks, installing new electrical service, cleaning the windows, cutting the grass... The number of people and the jobs they perform are sometimes too many to count. Yet with all the activity each weekend at the museum, we sometimes fall behind. Despite all of our progress in the last few years, we still have a long way to go. Despite shortcomings in fundraising and donations, we're still able to carry on, but not to the extent we would like. Even though dedicated volunteers contribute countless hundreds of hours, there's still much more to be done.

More than 40 years ago, our group decided we wanted to build a museum to not only have a showcase for Rochester's rich railroading history, but also a place where we can enjoy our hobby and relive "the good old days." By sharing the bits of history we have saved with the public, we can get more support for our projects and bring even more pieces "back from the dead." With all the support in the world,



DON'T LET THIS HAPPEN: Can you help us find the extra help we need to keep the museum open?

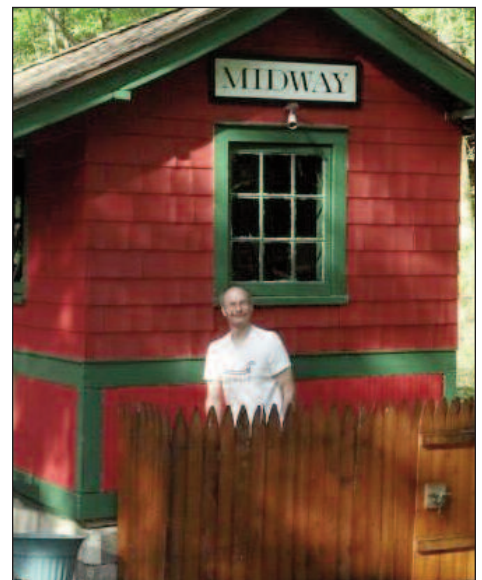
we still need people like you to make it happen on a regular basis.

Your museum officers have been trying to reactivate many old projects as well as start new ones to help ensure our organization's future. We have tried to get more people involved. We've even tried to increase the social aspect of our museum with more events and parties at Industry

Depot. Yet, we are still falling far behind expectations.

What can we do differently to bring more people in to help where it is needed most? What can we do differently to serve you as a member? How can we make the museum more accessible to everyone? Please let us know!

—Otto Vondrak - ovondrak@yahoo.com



Several volunteers helped get Midway station ready for our operating season. Rand Warner (LEFT), Jeremy Tuke (MIDDLE), and Steve Huse (RIGHT) all helped get a new coat of paint onto our former Rochester, Lockport & Buffalo waiting room. The new station signs were made by Jim Otto.

REMEMBERING BILL CHAPIN (1927-2013)

Bill Chapin was perhaps our most senior member of the Rochester Chapter NRHS and later the Rochester & Genesee Valley Railroad Museum, going back to the 1950s and probably even the 1940s. He had participated in many class Chapter trips on local and regional railroads no longer in existence. Bill was also a consummate model railroader, collecting models in all scales from early Standard Gauge, all makes of O scale and tinsplate, S gauge and American Flyer, Lionel OO Gauge, regular HO scale, and TT scale. He built a number of early Strombecker models and was also a collector of Tootsie Toy die cast, as well as early cast iron pull trains. He had constructed an extensive OO gauge model railroad in his basement, and was a charter member of the national OO gauge group. [OO scale is 1:76 scale, while HO scale is 1:87 scale. —Ed.]

In earlier years, Bill had operated track cars and locomotives at our museum, and helped with the construction of the original

track work connecting Industry with the NYMT. He also helped build the trolley power substation at NYMT, which helps make their Sunday operations possible.

Bill was very active in outreach to others, especially children, through his model railroading expertise. He worked on model railroads for the disadvantaged at Crestwood Children's Center and Lifetime Assistance. He worked with elementary school children on a layout for more than ten years at Enrico Fermi School #17, located in one of the poorest neighborhoods in Rochester. Most recently, he was helping build a standard gauge layout at the Heather Heights Assisted Living Community in Pittsford. His continuing presence at the large HO scale layout at NYMT is legendary.

In addition to model railroads, Bill was an avid steam and trolley fan, and he really knew his stuff about the lines that served western New York State, having seen them in action first-hand.

Aside from being a fan, Bill worked for the railroad for many years as a towerman, often working under dispatcher (and fellow Chapter member) Daniel Cosgrove at various tower locations between Rochester and Syracuse. After his railroad career, he went to work for Xerox in quality control.

Most of Bill's recent activity with our organization was collecting and redeeming bottles and cans for our Steam Fund. In this capacity he had raised roughly \$20,000. About half of this amount was used for asbestos abatement in the two steam locomotives currently in the museum's collection.

We will surely miss Bill's knowledge and friendship, along with his valuable first-hand experiences. We are fortunate to have known him as a friend and fellow volunteer all these years. On behalf of all of us, we send our deepest condolences to his family.

—Rand Warner
Museum Past President

In Memoriam

REMEMBERING BOB MADER (1931-2013)

Bob Mader was a long-time, hard working Chapter and Museum volunteer, joining us at a Rochester Chapter NRHS meeting the same night we took formal possession of Industry Depot in 1971.

Bob is most well-known for his work on our fleet of track cars. He built up the TC-4 "Madermobile" from a bare chassis and the guts of a contractor's "Georgia Buggy" use for delivering cement to job sites. Over the years, Bob helped keep our fleet in top condition, leading engine transplants on both TC-7 and TC-7, air brakes for the Barbara Richards trailer, overhaul of the Bellinger gang car, and most recently rebuilding our track tool car. He was also instrumental in the restoration of a wooden velocipede last year, which he piloted on its first test run from the Restoration

Building to Midway.

Around our museum complex, Bob was instrumental in the original roof rehab of Industry Depot back in the 1970s, along with installation of new glazing in almost all of the windows. He also rebuilt two doors, a new radio cabinet, and countless other contributions over the years. He also helped lead the construction of the concrete footers for our Restoration Building, as well as the insulation and finishing of our new water treatment building.

It's easier to list the areas where Bob wasn't involved, it seems! He enjoyed running EK 6, the Farmall Cub mower, our various pieces of heavy equipment, and more. He recently helped with the refurbishing of the windows on our *Empire State Express* excursion coaches.

Bob was also involved in many community activities as well. For several years, Bob has helped keep the 15" gauge ride-on train operating at the Rotary Club's Sunshine Camp in Rush. This has entailed multiple sessions of transmission and drive line work on the locomotive, installation of a vacuum braking system, re-leveling the passenger cars, lubrication and other routine preventative maintenance.

Bob Mader was conscientious, dependable, and easy-going. He was our museum's ultimate "go-to" guy. On behalf of all of us, we send out sincere condolences to his family.

—Rand Warner
Museum Past President

Volunteer! Visit www.rgvrrm.org/volunteer

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. Make our guests feel welcome so they come away with good memories. We need your help to keep our museum open to the public, and we'll show you everything you need to know and make it fun! Get involved! Please contact **Otto Vondrak** by email at ovondrak@yahoo.com.

NYMT GIFT SHOP HELP WANTED

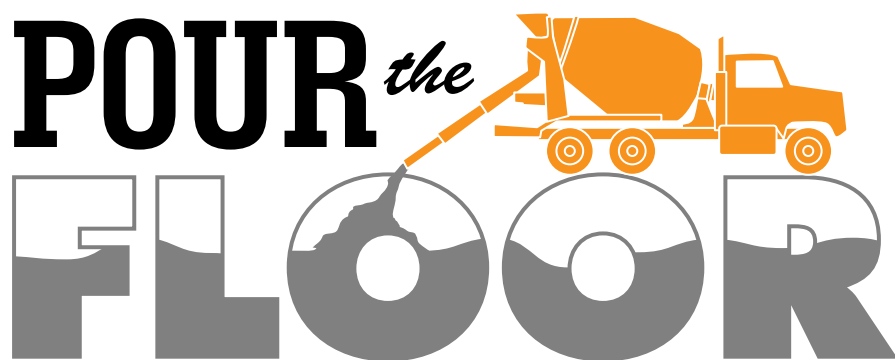
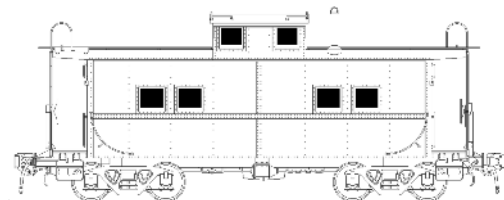
The gift shop and ticket desk at the NYMT is the front door to both of our organizations. The gift shop is the first thing our visitors see, and it is also the place where tickets for our joint trolley and train rides are purchased as well. The NYMT can use our help to staff the gift shop, which can 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.

Giving just an hour a week helps your museum grow

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 February 11 we have raised \$1400. **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.

Sorry the May issue was so late.

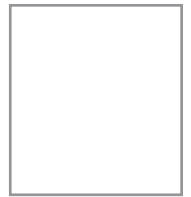
—The Editor

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 20

7:00 PM at Industry Depot
262 Rush-Scottsville Rd., Rush NY

Next Month's Meeting:

July 25

7:00 PM at Industry Depot
262 Rush-Scottsville Rd., Rush NY

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



The "Erie Limited" departs Paterson, New Jersey, late in the afternoon on a hot July 3, 1957. This was the Erie Railroad's premiere passenger train operating between New York (Jersey City) and Chicago. Trailing unit 833 went on to serve Conrail, and has since been restored to its Erie passenger livery. Privately owned, the unit is stored serviceable at Port Jervis, New York, awaiting a call to duty that may never come. PHOTO BY BOB KRONE