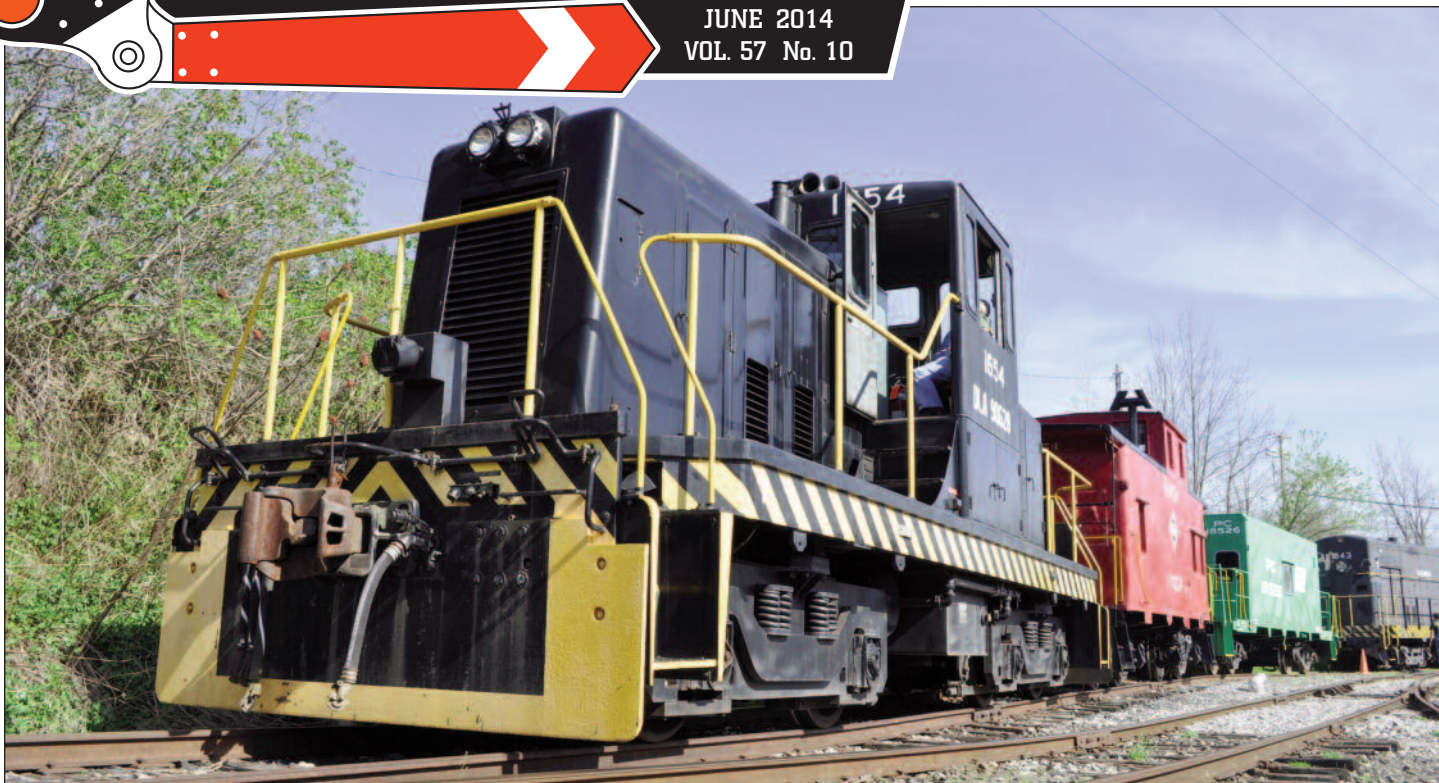


**NEXT MEETING:**  
**June 19**  
**Meeting at Industry Depot:**  
**Ride your museum railroad!**



**ALL ABOARD:** Our regular diesel train ride consists of our General Electric 80-tonner RGV 1654 hauling our restored Erie and Penn Central cabooses. For the 2015 season, we'll have a new addition... See page 5 for details! OTTO M. VONDRAK PHOTO

# Trains are Good

## ***INSIDE***

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Summer time is a welcome season here in Rochester. The days are longer and warmer (for the most part) and we're able to take a little more time to enjoy our favorite hobby. Many of us spend time trackside along our favorite local main lines, others are traveling by train, and still others are relaxing with family and friends at lake-houses and beaches.

What about your favorite railroad museum? I know one of my favorite activities is to enjoy a cool breeze from the rear platform of our Penn Central caboose as the sun sets behind the hills in Scottsville, while we make our way past Switch 6 towards Midway. Together, we have built a pretty amazing railroad experience that has yet to be duplicated anywhere else in the country. While it's a lot of work, it's also a lot of fun. Please take time to enjoy it.

We're also looking for ways to increase the social aspect down at the museum. We hope you'll join us for our Museum Cookout on Saturday, August 16. Of course, you don't have to wait until August, many of our volunteers have spontaneous get-togethers down at the depot after our regular Tuesday and Saturday work sessions. Care to join them?

We depend on your support to keep the doors open and our various preservation projects moving forward. We always need more help. How else can we reach you, our members and volunteers? What kinds of "members-only" activities would you like to see us host at the museum? I'd like to hear from you by phone (716) 474-2833 or by email at [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com).

—Mike Dow,  
Museum President



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

#### MUSEUM OFFICERS

##### PRESIDENT

Mike Dow  
(716) 474-2833

##### VICE PRESIDENT

Joe Nugent

##### TREASURER

Dave Peet

##### RECORDING SECRETARY

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Bob Burz  
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# TRAIN BULLETIN

## NEWS AND ANNOUNCEMENTS



### Rochester & Genesee Valley Railroad Museum Membership Meeting Minutes May 15, 2014

The May Museum Membership Meeting was called to order at the 40&8 Club on University Avenue at 7:30 p.m. by Trustee Otto Vondrak in the absence of President Mike Dow.

**Announcements/Correspondence:** None.

**Membership:** None.

**Museum Library Report:** Jim Ziobro reported that there are grants available from the Lloyd Klos Fund; and since we have several donated items from Lloyd Klos, we may be able to exploit that connection. Suggested uses for such funds would be to fix a rail car up, or construct a pre-fabricated steel structure at Industry to house the museum. Sue Swanson of the Chili Library is also involved in our effort.

**Operations:** Rich Fischpera reported that we have graduated a new conductor, Jim Otto.

**Preservation:** Joe Nugent reported that the Lehigh Valley caboose project continues with the last of the steel repair work. The next step will be finding contractor quotes for sand blasting and priming the exterior. Joe also announced that our 40-foot steel flatcar will be delivered this week. This piece of equipment will be used to increase the capacity of our Sunday train operations. This car was originally built for use at the Watervliet Arsenal before it was purchased for use by the Lowville & Beaver River Railroad. Dave Shields announced the formation of a

crew to tackle the project of reinstalling electrical cables on our Empire State Express passenger coaches so that we may return them to service soon.

**Trips:** Dave Shields will be raffling off a cab ride in each direction for our Arcade & Attica trip on June 7. The trip has been advertised by the Central New York Chapter NRHS newsletter. There are only eight-tickets that are left as of this report.

**New Business:** Dave Coon announced that we have an article in the *Henrietta Post* regarding our opening day. The article was published in the *Greece Post* as well. A separate article about our museum was published in the *Rochester Business Journal*. Otto Vondrak reported that our new Rochester Train Rides web site is active and bringing in visitors. Otto also talked about our National Train Day event hosted at the Rochester Amtrak station on May 10. We had many visitors come down to learn more about our organizations and pick up free giveaways provided by Amtrak. Florence Wright talked about the conference that she had attended on behalf of the National Association of Railroad Passengers, an advocacy group.

**Program:** The evening program "Moore Lehigh Valley" will be presented by member Jim Moore, and will feature slides taken by him and in his collection of the Lehigh Valley Railroad in the 1960s and 1970s, plus additional photos from area railroads.

Rich Fischpera made a MOTION to adjourn, seconded by Norm Schaddick. The MOTION passed unanimously. Meeting adjourned at 8:00 p.m.

—Joel R. Shaw, Trustee and Recording Secretary

### 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 17

at Industry Depot, Rush, NY





## ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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

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Sam Rosenberg

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Rochester Subway Car 60 briefly ventured out of the Restoration Shop during some switching moves at the museum in 2009. Now is the time to act to save this valuable asset. JOE NUGENT PHOTO

### UPCOMING MUSEUM PROGRAMS MONTHLY MEETINGS

On June 19, July 17, and August 21, 2014, meetings move to Industry Depot! You are invited to join us (and bring a friend) to take a ride on the museum railroad we have all worked so hard to build and maintain together. After a brief business meeting at 7:00pm, train rides start at 7:30pm. ALL ABOARD!

**Can you help us?** We are looking for help with the Program Chair position. Please contact Mike Dow if you are interested in helping to schedule fun and informative presentations for our monthly museum meetings!

—R&GV Program Committee

### RAISING AWARENESS FOR ROCHESTER SUBWAY CAR 60: JUNE 29 IS "SUBWAY SUNDAY"

When the Rochester Subway was shut down for passenger service on June 30, 1956, it seemed like trolleys had turned their last wheel in Rochester for good. However, with our volunteers working together with the NYMT, trolleys made their triumphant return in 2001 following the successful demonstration runs of former SEPTA/P&W cars 161 and 168. The dream of returning an actual Rochester car to active service seemed not far behind.

Rochester Transit Corp. donated Car 60 to our organization, then known as the Rochester Chapter of the National Railway Historical Society, upon the end of regular service in 1956. Having no means to store or display the car in Rochester, we struck an agreement with the Rail City Museum which had opened the year before up in Sandy Creek, N.Y.

In 1968, New York State approached Rail City about using the Subway car in an planned exhibit at the New York State Museum in Albany. Those plans never materialized, and the car languished in an outdoor shed at a Thruway maintenance facility outside of Albany. While under cover, the car was exposed to the elements for nearly 30 years.

In the intervening years, the Rochester & Genesee Valley Railroad Museum was established, providing a permanent and stable home for many historic railcars and artifacts. In 1998, Car 60 was returned to R&GVRRM, and past president Sam Grover was present to accept and sign for the delivery, completing the circle of a story that stretched more than 30 years to the Subway's final days.

Upon Car 60's arrival at the museum,

the car was the subject of an intense inspection by our volunteers. While the majority of the old car was intact, there were signs of rot and fatigue under the surface. The majority of the car was disassembled only to discover major structural components had been damaged or had rotten away during its years of outdoor storage and display. Some initial repairs were made, but progress eventually slowed to a crawl. A combination of overwhelming restoration tasks combined with a shifting focus in the museum's mission had led to the Subway car being placed on the back burner (but this time under cover and inside our Restoration Building). Many of the original volunteers working on the project unfortunately passed away.

The year 2016 will mark Car 60's 100th birthday, as well as the 60th anniversary of the end of Rochester Subway passenger service. It is our goal to make some significant progress towards making Car 60 presentable for public display once again. We are fortunate that Car 60 is not the only piece of railroad equipment saved. NYMT has in their collection a full restored gasoline-powered inspection car used on the Subway, nicknamed the "Casey Jones"



## MUSEUM NEWS & UPDATES



which is operated on special occasions. They have also rescued locomotive **RTC L-2**, which was the Subway's small diesel-powered switching locomotive which was used to switch freight customers that did not have electrified sidings. The L-2 is currently stored at NYMT awaiting a future restoration.

Because of the daunting tasks ahead, we will need considerable community support to attempt a cosmetic or full mechanical restoration. To help complete the job, we imagine that contractors and volunteers will be working side by side, given enough support and donations from the public. The time for positive action is now. On Friday, June 27, your museum will be hosting a special press event to generate support and gauge the public's interest in this project. Car 60 may very well be the most important local artifact in our collection, and possibly be of most interest to our visitors. Sunday, June 29, will be **"Subway Sunday"** at the museums, where we will highlight the history of the Rochester Subway and work towards encouraging the community to participate in the restoration of Car 60. Stay tuned for further developments, and please tell your friends to join us at the museums on June 29!

—Otto M. Vondrak  
*Car 60 Exploratory Committee*

### NEXT LIBRARY WORK SESSION

The majority of our library materials are currently in storage, and the museum board



**TOP LEFT:** Tartaglia Railroad Services trucked the flatcar from Croghan down to Industry, arriving on May 16. The truck is getting in position to line up with Track 4. **TOP RIGHT:** Preparing to winch the flatcar down off the trailer and onto live rail. **ABOVE:** Volunteers helped guide the flatcar away from the ramp, with the assistance of RGV 1654. **PHOTOS BY ELLIOT COURTNEY**

of trustees has directed this committee to remove all "enthusiast" or "hobby" magazines as well as "mass-market" or "coffee table" books in an effort to streamline operations and concentrate on our archival materials. We are looking for volunteers to help sort and separate these materials so that they can be removed and offered to our members before putting them up for

disposition. The work session will be held on Saturday, June 21, at Uncle Bob's Storage located at 1180 University Avenue (near the corner of University and Culver). If you are available to help, or if you have any questions, please contact me by email at [rgvrr.ziobro@yahoo.com](mailto:rgvrr.ziobro@yahoo.com).

—Jim Ziobro, Library Committee



## MUSEUM NEWS & UPDATES



**NATIONAL TRAIN DAY:** Volunteers from R&GV and NYMT worked together to host a National Train Day event at the Rochester Amtrak station on May 10. We provided items for display, including some O scale trolley and streetcar models from NYMT, a live telegraph demonstration, and a restored velocipede. Amtrak provided many great handouts and giveaways, and we made a lot of new friends to tell about our museums and train rides. Many visitors came down to chat with us and to watch the freight and passenger trains pass through the station. The Amtrak station staff was most gracious and helpful in getting us set up, too. It was a great way to kick off the opening of our regular season on May 11! **LEFT:** Chris Hausler explains the function and history of telegraph communications. **BELOW:** A father and son watch a passing CSX freight from the safety of the Amtrak platform. **PHOTOS BY OTTO M. VONDRAK**

### FLATCAR? WHAT FLATCAR?

On Saturday, May 16, your museum took delivery of a 40-foot flatcar that is slated to be rebuilt into an open-air rider car complete with new sides, benches, and a roof. This project, under the direction of volunteer Rob Burz, will help us increase our ability to host more visitor and better match the capacity of the NYMT trolley. Our goal is to have this new car in service for the 2015 operating season. This car was chosen specifically for its ability to negotiate the curves and grades of our museum railroad, opening up the potential for end-to-end diesel runs between NYMT and Industry without transferring at Midway.

The flatcar was one of several constructed for the U.S. Army in 1944 for use at the Watervliet Arsenal (located across the Hudson River from Troy). This car served the arsenal for many years until several were purchased by short line Lowville & Beaver River. Our car became **L&BR 23** and was retained for company service use around the railroad's headquarters in Croghan, New York, and was later purchased by a private individual. Looking to expand our passenger carrying capacity on our demonstration railroad, R&GVRRM purchased the flatcar at the end of 2013 and had it trucked to Industry in May 2014. Thanks to Tartaglia for handling the move, and thanks to the L&BR for helping us acquire this car. Look for future updates as work progresses on this exciting extension of our museum operations.



### NEW FIRST AID KIT

Dave Coon has donated a new, fully equipped First Aid kit for use at Industry Depot. It is located in the North Waiting Room, mounted on the cabinet to the right of the Volunteer sign-in log. First Aid kits are located on board each caboose and active locomotive as well. If you need to use the kit, or discover any contents missing or defective, please alert museum manager Mark Wilczek at once so they can be replaced. **SAFETY FIRST!**

### RGVRRM BOARD MEETING

The next Board of Trustees meeting will be Thursday, July 3, 2014. To get an item added to the agenda, please contact president Mike Dow at (716) 474-2833 or [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com). Remember that any members are welcome to attend, but to address the board, you must be on that meeting's agenda.

### VISIT US ONLINE AT...

**WWW.RGVRRM.ORG**  
**FACEBOOK.COM/RGVRRM**  
**YOUTUBE.COM/RGVRRM**

# "We don't do it that way anymore."

*Helpful hints for all museum volunteers who come in contact with the public*

OUR MUSEUM HAS EVOLVED since we first opened our doors to the public in the 1980s. We have had to adapt to the expectations of our visitors so we can provide the best experience possible. Over the years, we may have fallen into some habits that no longer mesh with our goals. Even if you're not trained as a Depot Guide, it is important for everyone to know our new policies and enforce them.

## **When someone wanders in from the "wrong end" during Sunday operations:**

Even though we have taken steps to help point our visitors in the right direction, it happens more often than you think. *During our normal Sunday operating days*, the placement of cones and the "No Parking" sign across the entrance to our volunteer lot helps in this regard. Should you meet an individual or a group looking to enter the museum grounds (and they obviously did not come down by train from NYMT), you are asked to intercept them and politely ask if they are coming to enjoy our train ride. You can then kindly direct them to drive up to the NYMT to begin their journey there. Ask them their name, so then you can respond, "Well, \_\_\_\_\_, I look forward to seeing you soon and giving you the full tour!" Sometimes this is met with the inquiry, "Can I just look around a bit?" The correct response is to let the visitor know that our museum grounds are part of a paid tour and train ride, and that the tour begins up at NYMT. If you are met with

resistance or confusion, the correct course of action is to let the visitor know that we are a non-profit organization and we depend on admission revenue to preserve the historic items in our collection and remain open for the public. Furthermore, allowing some folks to "just look around" would not be fair to those who already paid for the experience. Usually that kind of explanation helps the visitor understand our unique situation.

*Any other time* you encounter visitors wishing to gain access to our museum grounds (such as our regular Tuesday or Saturday work sessions), they are more than welcome as long as they have proper supervision. We would like to discourage allowing people to wander around by themselves, primarily for safety and security reasons. What's more, showing someone around our museum is a great opportunity to recruit a new volunteer or donor! Invite them to our next meeting.

## **Keeping visitors from crossing Track 4 at Industry:**

In years past, we used to allow visitors to cross Track 4 to more closely examine trains we have placed on exhibit there. In recent years we have tried to discourage this practice, as it creates a potential safety issue as trains (and track cars) arrive and depart Industry. It can also create headaches for the Depot Guide who is trying to keep track of where all his visitors are.

We now kindly ask our visitors not to

cross Track 4 at all. If any equipment is parked on Track 5, we ask that it remain closed to the public (this includes our cabooses). If standing placards are available, we ask that they be posted next to the coupler for the Lackawanna baggage car or the MDT reefer so that our visitors can read the placard and learn more about the equipment without crossing over. Proper supervision also takes away the temptation for visitors to climb into and onto areas they should not be.

If there are additional volunteers available to help, it is at your personal discretion if you decide you would like to escort volunteers over to Track 5 for a closer look. At no time should visitors be left alone or otherwise unsupervised, and you should always expect a train on any track in any direction at any time. Your cooperation is vital to maintaining a safe atmosphere for our visitors and volunteers alike.

## **Additional policy changes and input:**

We understand that some of these policy changes may go against what you have been doing for years, and that some of you may disagree with their spirit or intent. Rather than disregard these new rules, we ask that you bring your ideas on how we can better improve directly to your museum board (contact information can be found on page 3). We all need to work together to maintain our success as one of the only operating railroad museums in New York State! **S**

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## YOU DETERMINE HOW WE SAVE OUR COLLECTION

**Your museum's board of trustees is looking to form two exploratory committees to preserve key pieces of our historic rolling stock collection.** The two pieces in question are Delaware, Lackawanna, & Western electric m.u. car no. 4628, and Pennsylvania Railroad Pullman-lounge "Pine Falls." A few years ago, the Lackawanna m.u. car suffered a catastrophic roof failure, which prevents us from using the car for operations or display. Your board took the preventative action of "cocooning" the car to stabilize the car and prevent further damage. The Pine Falls was removed from display in 2008 and placed in storage as water infiltration has caused serious damage and degradation to the body. A contractor has been hired to perform the same "cocooning" process to the Pine Falls to help slow down the deterioration while

we determine next steps. The job of the exploratory committee would be to assess the present condition of each car and the extent of the damage. The next step would be to determine a potential future use for each car, either display, operation, or disposition. The final step would be to identify resources to help accomplish each of the potential solutions outlined by the committee. Resources could include volunteer manpower, grant funding, contractors, or potential future new homes. Committee chairs will report to the Collections Management Committee. This is your chance to determine our future course of action. If you are interested in heading up a committee for either car, please contact Otto Vondrak by email at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com).

—Otto M. Vondrak, Collections Management Committee



Have you told your friends yet?  
Schedules, events, fares, exhibits, details,  
and more, all in one easy to use web site!

Tell your friends to please visit...

**RochesterTrainRides.com**

a joint project of New York Museum of Transportation  
and the Rochester & Genesee Valley Railroad Museum

**the more you  
volunteer, the  
less stuff we  
have to scrap!**

(No, we're not kidding. Are you  
tired of seeing everything in our  
collection rust away to nothing?  
We need your help. Ask how you  
can get involved.)

## NYMT-R&GV JOINT OPERATING SCHEDULE FOR 2014

### June 2014

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Sunday 1 – Trolley and Diesel  
Sunday 8 – Trolley and Track Cars  
Sunday 15 – “Fathers Day” – Trolley and Diesel  
Sunday 22 – Trolley and Track Cars  
Friday 27 – Press Event for “Subway Sunday” – Trolley and Diesel  
Sunday 29 – “Subway Sunday” – Trolley and Diesel

### July 2014

---

Friday 4 - Fourth of July - **NO TRAINS**  
Sunday 6 – Trolley and Track Cars  
Saturday 12 – “Trains at Twilight” – Trolley and Diesel  
Sunday 13- Trolley and Track Cars  
Sunday 20 – “Baseball Day” - Trolley and Diesel  
Sunday 27 – Trolley and Track Cars

### August 2014

---

Sunday 3 – Trolley and Diesel  
Sunday 10 – Trolley and Track Cars  
Sunday 17 – “Diesel Day” – Trolley with Extended Diesel Ride  
Sunday 24 – Trolley and Track Cars  
Sunday 31 – Trolley and Diesel

### September 2014

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Monday 1 - Labor Day - **NO TRAINS**  
Sunday 7 – Trolley and Track Cars  
Sunday 14 – “Fall Foliage w/Fire Trucks” – Trolley and Diesel  
Sunday 21 – “Fall Foliage” – Trolley and Diesel  
Sunday 28 – “Fall Foliage” – Trolley and Diesel

### October 2014

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Sunday 5 – “Fall Foliage” – Trolley and Diesel  
Sunday 12 – “Fall Foliage” – Trolley and Diesel  
Monday 13 - Columbus Day - **NO TRAINS**  
Saturday 18 – Fall Foliage Excursions on LA&L  
Sunday 19 – “Fall Foliage” – Trolley and Diesel  
Saturday 25 – “Halloween Express” – Trolley and Diesel  
Sunday 26 – “Fall Foliage - Last Day” – Trolley and Diesel

## **YAHOO! GROUPS** Get connected to our private mailing list

Are you missing out on important email messages? Joining 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?** For more information, or to be added to any list, please contact “list-master” Otto Vondrak by email at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com). Thank you!

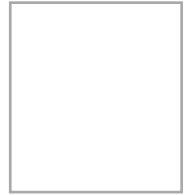
**MATERIALS SUBMISSIONS:** We welcome your contributions to The Semaphore! Any materials related to the activities of the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in THE SEMAPHORE. All written materials should be submitted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

**June 19**

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

Next Month's Meeting:

**July 17**

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

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



The Livonia, Avon & Lakeville handled this special dimensional load for Rochester Gas & Electric on June 2. This 420 MVA transformer is destined for the RG&E substation on Lehigh Station Road. The load was delivered on a Schnabel car, which is designed for heavy extra dimensional loads such as these. The transformer was built in China and delivered to the Port of Philadelphia, and then shipped in a special movement by CSX to Rochester. The delivery contractors ride in a specially outfitted caboose to travel with the load to its final destination. The Schnabel car is designed to raise, lower, and shift around clearance obstacles. This is most likely the heaviest load carried by the LA&L to date. Seen here carefully negotiating the curve at Mortimer Junction, the transformer was delivered to RG&E without incident. DAVID SHIELDS PHOTO