



Visitor tour the displays in the Upper Yard during a birthday party charter on June 6. Our "grand opening" is June 20 and 21. OTTO M. VONDRAK PHOTO

Grand Opening

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This year we open to the public on **June 20 and 21 for Father's Day Weekend**. We are excited to debut our new train ride that departs from Industry Depot and takes visitors up the hill to our displays on Track 6 and 7 in front of the Restoration Building.

So many volunteers have helped get us ready for our grand opening. A new 75-car parking lot has been constructed opposite Industry Depot. New displays have been installed and trains have been painted. A new cash register system has been installed at Industry Depot. All this and much more will make for a successful operation.

Work has continued on our priority projects. Mark Wilczek has been supervising the concrete pours for the new floor and inspection pit inside the Restoration Building. Rob Burz has continued to over-

see work on the Lehigh Valley caboose restoration.

Even though we are operating on a reduced schedule this season, we still need your help. Tuesday and Saturday work sessions are in full swing. We will need kind folks to be train crews, tour guides, and work our ticket desk. Friendly and fun training is available for all of these jobs that will contribute to our 2015 operations. Please contact me and I'll get you in touch with the right person.

I'm really excited about all of the progress and can't wait to show it off to our visitors. Don't forget our opening weekend is June 20 and 21. Have questions or comments? Call me at (716) 474-2833 or by email at mdow@rochester.rr.com.

—Mike Dow, Museum President



www.rgvrrm.org

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2015 OPERATING SCHEDULE

Enter our historic Industry depot and purchase your ticket from the friendly agent inside. Tour our displays while you wait to board your train. You will be welcomed aboard by friendly volunteers as you enjoy your ride aboard restored freight train cabooses. Disembark at our Restoration Shop to tour our collection of historic railroad equipment. Peek behind the scenes to see how we preserve Rochester's rich railroading history for future generations to enjoy. Your return trip arrives at Industry depot, where you will have time to enjoy our displays and museum grounds. Please visit our web site at RochesterTrainRides.com for more details

June 20-21 - Father's Day Weekend

Take Dad out for a train ride as we open our museum for the season!
Our short train rides are fun for the whole family!

July 18-19 - Classic Cars Weekend

Enjoy train rides and classic cars together!

Aug. 15-16 - Diesel Days Weekend

Our most popular weekend event returns! See, hear, and ride behind our fleet of vintage diesel locomotives

Sept. 19-20 - RG&E and Kodak Days

See how railroads and our local industries were tied together for generations, and enjoy our exhibit of trains from RG&E and Kodak

Oct. 3-4 - Fall Foliage Trains

Enjoy the emerging foliage season from a seat aboard one of our vintage trains

Oct. 17-18- Pumpkin Patch Trains

Celebrate the harvest season and take home a pumpkin to decorate at home

December TBA - Santa Trains

Ride to the North Pole and visit with Santa Claus!



All events details posted in one place!
Tell your friends to please visit...

RochesterTrainRides.com

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 16

7:00pm at INDUSTRY DEPOT

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The ex-Burlington "Silver Solarium" passed through Rochester on the eastbound Amtrak *Lake Shore Limited* on June 3, 2015. This car once graced the rear of the *California Zephyr*. Since the dome will not clear the tunnels of New York City, it was switched out at Albany and placed on the westbound *Lake Shore Limited* for the return to Chicago. OTTO VONDRAK PHOTO

MONTHLY PROGRAM

Our meetings move to Industry Depot for the warm weather months! **June 18, July 16, and August 20**, we will meet at Industry Depot at 7:00pm for a brief business meeting. Following the meeting, enjoy train rides on our museum railroad! Bring a friend! Our meetings are free and open to the public.

MUSEUM MANGLER'S MESSAGE

The last few weeks have seen a steady flurry of activity getting everything ready for the opening of our operating season. Thanks again to all who have helped, the Museum grounds are looking great. If you haven't been around in a while, stop by, I think you will be impressed.

In all of this activity, we have seen a handful of new faces helping out as well. Yes, we have had quite a few new people in the last few years, however this Spring has proven to be very fruitful in gaining new volunteers. I am glad you found us and decided to help out, thank you! We can always use more help, so spread the word.

We have also hosted some private group tours and a birthday party with train rides. They were well attended and from all accounts, everybody enjoyed the experience. We have made some changes this year to our private tour policies and the results have been very favorable for our

Museum's revenue with less strain on our precious volunteer time.

Keep up the good work everyone. The fun part of our season is about to get under way, and with what we have accomplished so far this spring, it looks like we are set to have a banner year!

—Mark Wilczek, Museum Mgr.

NOTICE OF CHANGES TO DEPOT ACCESS

On June 1, we will be giving the alarm company Personal Identification Numbers (PINs) that will be unique for each user to arm and disarm the alarm system installed inside Industry Depot. I have sent a personal email to everyone I show to have a Depot key, and have set up most of them with their PIN. If you have a Depot key, and did not receive an email from me, or if you use some other means to open the Depot, please contact me as soon as possible to get your PIN. After we give the information to the alarm company, I will let everyone know when the switch from the universal code to the individual PINs will take place. You can contact me at mwilczek@rochester.rr.com or phone me (585) 721-1377.

—Mark Wilczek, Museum Mgr.

NEW PARKING LOT

The goal was to create an expanded parking lot that could host more visitors at

Industry. The old storage trailers were relocated, opening up more usable land. Through the month of May the heavy equipment operators graded and leveled the old parking lot and the northward expansion. By the first week of June, we were searching for a source of road millings to pave the lot. The Town of Henrietta came through with generous truckloads of millings on June 5. Volunteers leveled, graded, and rolled the millings on June 5 and 6 to complete the parking lot surface. The result is a lot that can now park more than 60 cars comfortably. Thanks to everyone who contributed to this effort. This is a project we should have done years ago. Now it is complete, and will pay dividends for years to come.

—Mike Dow, Project Mgr.

OPERATIONS DEPT.

A Training Day was held on Saturday, June 13, to test out the new operating procedure and schedule. Anyone wishing to be involved in any train operations are welcome to join us for future training dates.

Our operating schedule for the 2015 season has been posted. To sign up for a time slot, visit tinyurl.com/rgv2015 to see what's available. Any day we are operating trains is a day you can come out for hands-on training and experience.

If you still need Safety, Rules, or Air Brakes class, please contact me. We will

make every effort to accommodate you.
—Jim Otto, Operations Supt.

UTICA/COOPERSTOWN TRIP REPORT

The weather was perfect all weekend long for our weekend visit to Utica and Cooperstown, in cooperation with the Key, Lock & Lantern convention activities on June 6 and 7. We had 24 people in our group, which helped benefit our museum fundraising efforts.

We departed Rochester on our chartered Covered Wagon Motorcoach from Winton Place at 8:00 a.m. on June 6. Our first stop was the Hotel Utica to visit the KL&L convention where we saw their railroadiana antique show and auction. After that, we boarded our motorcoach and headed for the 1914 Utica Union Station for lunch at the Trackside Restaurant. At this time of year, the Trackside Restaurant is not open to the public on Saturdays but they opened just for group. After a delicious lunch,

TOP RIGHT: Our special charter train on the Mohawk, Adirondack & Northern at Boonville, N.Y. on June 6, 2015. This rare mileage trip took our train down a part of the ex-New York Central St. Lawrence Division. **RIGHT:** On June 7, we paid a visit to the Cooperstown & Charlotte Valley Railroad in Milford, N.Y. Our special charter train was posted in front of the old station which houses a small museum. **DAVE SHIELDS PHOTOS** **BELOW:** Our charter trip attendees pose with the train in Cooperstown, N.Y. The CACV operates the former Delaware & Hudson Cooperstown Branch. **DAVE HAMILTON PHOTO**



Michael Bosak of the Landmark Society gave us an extremely interesting tour of Utica Union Station both inside and out. While we were taking the tour of the train station, a wedding occurred inside the train station. The Roman columns and polished marble made the perfect setting! We were also able to climb aboard New York Central steam locomotive No. 6721 which is on static display outside the station.

Our chartered special train departed from Utica at 4:00 p.m. heading to Boonville for a rare mileage trip on the Mohawk, Adirondack & Northern Railroad utilizing Adirondack Scenic Railroad equipment. Our train consisted of Adirondack Scenic No. 1835 with 3 coaches, an open air car, and a café car. It was a leisurely 90-minute trip to Boonville. When we came to Snow Junction, we turned on to the ex-NYC St. Lawrence Division to Boonville.

When we arrived at Boonville around 5:30 p.m., we disembarked and walked not more than 35 feet to the Boonville Hotel where we enjoyed a delicious dinner.

An additional venue was added to the trip when the mayor of Boonville had the Black River Canal & Train Museum opened especially for us. Some of our patrons visited the museum and said it was great and that they were going to come back and visit the museum again. The museum is open seven days a week in July and August.

Our train departed Boonville around 8:00 p.m. and had a sunset tour of the Adirondacks as we began our trip back to

Utica arriving around 9:30. Our motorcoach was waiting to take us to the Ramada Inn in nearby New Hartford.

After breakfast at the Ramada Inn, we departed at 9:00 a.m. for the trip down to Milford to ride the Cooperstown & Charlotte Valley Railroad. At the Milford station, we saw the 160-ton ex-Delaware & Hudson crane operate along with viewing their D&H Jordan Spreader. Our special chartered train departed at 11:00 a.m. heading towards Cooperstown. Our train consisted of locomotive No. 3051, ex-D&H bay window caboose No. 35723, and an open air car along with 3 coaches and a café car. The track speed was 10 m.p.h. as we traveled towards Cooperstown. There were photo run-bys along the way and lunch was served on the train. Just outside

Cooperstown, the locomotive ran around the train and proceeded to shove us backwards towards Main Street. We were treated to rare mileage since the track had been recently cleared to the Delaware Otsego Corp. headquarters in Cooperstown. They positioned the locomotive and the D&H caboose at the "Welcome to Cooperstown" sign where we had a picture taken with the passengers from the train. The train departed Cooperstown towards Milford where our motorcoach was waiting and we left at 3:30 p.m. for our return trip to Rochester.

—Dave Shields, Trip Chairman

"REEFER MADNESS"

Two refrigerator cars in our museum collection got some attention recently. One side of our wood-body Fruit Growers



ABOVE: Mark Skipworth and Adam Lloyd pitched in to scrape, prime, and paint our FGE and MDT reefers on May 23, 2015. The other sides will be painted later in the season. **LEFT:** Lynn Heintz and Rand Warner were scraping the Pennsylvania Railroad hopper on June 6 to prepare it for primer. **BELOW:** Joe Nugent is putting fresh paint on RG&E 1950. These are not the final paint jobs, but it will help preserve what we have until we have the resources to attempt a full-on restoration. OTTO VONDRAK PHOTOS



Express reefer and our second steel MDT refer were scraped, primed, and painted on one side. Not only does this make the cars look more presentable, it helps stabilize the surfaces until a more extensive restoration can be attempted. Adam Lloyd, Mark Skipworth, and Otto Vondrak worked on the project; joined later by Terry and Pat Moran of Lakeville. The wood reefer took five gallons of primer and four gallons of yellow paint to complete one side. The steel reefer took three gallons of rusty metal primer to complete, and is awaiting its paint coat. At some point later in the season, the two cars will be moved to Track 9 so the other sides can be painted as well. We may also add some lettering in the future as part of the new display.

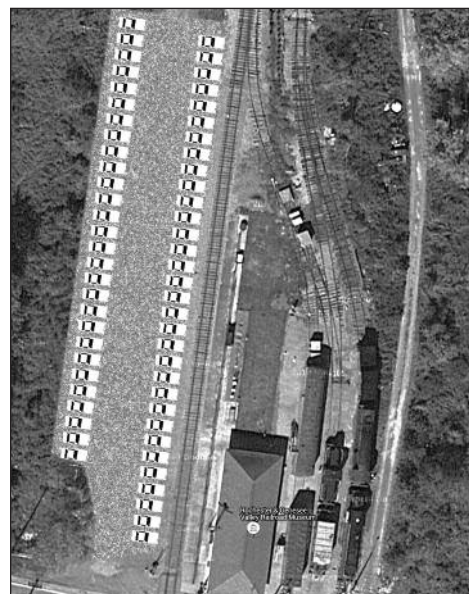
—Otto Vondrak, Project Mgr.

RAVE REVIEWS FOR LA&L TRIP FROM CENTRAL NEW YORK NRHS

The Rochester & Genesee Valley Railroad Museum sponsored and organized the LA&L Fiftieth Anniversary Excursions on May 9, 2015. The excursions were extremely well organized. The R&GV had a full complement of volunteers to help. The volunteer effort was well managed and each volunteer had a specific task to perform. It was a very impressive operation and the volunteers were very friendly, courteous and attentive. It was obvious the R&GV volunteers had done this before. After the morning excursion returned to Lakeville and before the afternoon excursion departed, a simple inexpensive (\$5.00) lunch was available at the Conesus Lake Sportsman's Club in Lakeville.

Train tickets were only sold by Wegmans. I found that to be a very effective and professional process. Wegmans' central computer system maintained ticket sale records and tickets were printed at the store's customer service counter at the time of the sale. Each ticket indicated the specific coach to which the ticket holder was assigned. It was easy for R&GV to determine that both trips had sold out.

The excursion train consisted of 3 locomotives, 4 passenger coaches, and a [Railway Post Office] car which housed utilities, tools, and supplies. Locomotive No. 428 (an Alco C425, former Spokane, Portland & Seattle No. 320) was at the north end leading the train out of Lakeville. At the south end of the train were locomotives No. 425, (an Alco C425,



ABOVE: Volunteer Mike Bianchi was running our road roller over the freshly graded dirt for our new parking lot on May 23, 2015. Our fleet of graders, dozers, and rollers were given quite a workout! Do you want to learn how to run our heavy machinery? We are glad to show you how, just ask! **ABOVE RIGHT:** Our newly expanded parking lot has enough room to park 60 cars comfortably. The illustration was made from an aerial photo on Google Maps. The fence to the construction yard and excursion coaches will be moved to the north end of the new parking lot. **RIGHT:** The surface of our expanded parking lot is made from road millings generously donated by the Town of Henrietta. Our Huber-Warco grader evened out the profile of our lot, while the road roller made everything smooth and compact. The majority of the paving work took place on June 6. The road millings took about a week to set up and resolidify.



former New Haven No. 2557) and No. 420, (an Alco C420, former Long Island Rail Road No. 200).

The Central New York Chapter NRHS was well represented on the LA&L Fiftieth Anniversary Excursions. Albert Kallfelz, Jack and Todd Humphrey, Paul Shinal, Dick Palmer and Ed Post traveled on the morning train. Max Smith, Peter and Doris Depew were on the afternoon excursion train. There may have been others that I didn't see. While those of us who took the morning train were trackside chasing the afternoon train, Max was taking photos of us from the train.

The train moved along about 25 miles per hour which was good for scenery watching. The scenery, particularly between Lakeville and Avon, was very

attractive with a mixture of farms, swiftly moving brooks, woods, country homes, villages, and even some rough terrain scenery. The ride in the coaches was comfortable. There was a snack bar on the train, operating toilets in the cars, and announcements were made every so often, but the conversation noise level in the cars often overwhelmed the announcements. The round trip seemed to take about 2.5 hours.

The honorary conductor in our car was Harold Russell, who is renowned for his many scale design drawings of railway stations and structures that have appeared in *Model Railroader* magazine over the years. The NYC Woodard station in Liverpool is one such structure. Harold punched our ticket with New York Central

conductor punch No. 1. It was neat for me to meet him. As a youngster, I scratch built an O scale signal tower out of Balsa wood based on one of his drawings.

The May issue of *Railfan & Railroad Magazine* has an outstanding ten page article titled "Fifty Years on the Livonia, Avon & Lakeville." It was authored by Otto Vondrak, associate editor of the magazine and a trustee of the museum. The arrival of the May issue about one week before the excursion was very timely. Not being at all familiar with the LA&L, I found the article to be a very informative source prior to taking the excursion.

—Ed Post, Editor "Green Block"

This is a portion of an article that appeared in the June 2015 "Green Block" newsletter for the CNY Chapter NRHS

RGVRRM BOARD MEETING

The next Board of Trustees meeting is **Thursday, July 2, 2015**. Meetings are held at the 40&8 Club, 933 University Ave., Rochester, starting at 6:00 p.m. To get an item added to the agenda, please contact president Mike Dow at (716) 474-2833 or email 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. **9**

**VISIT US: RGVRRM.ORG
ROCHESTERTRAINRIDES.COM**



ABOVE LEFT: We held a volunteer orientation day on June 6. We reviewed our expanded operation and toured the new displays on Track 6 and 7. Additional training was held on June 13. **LEFT:** Two more concrete pads were poured inside the shop the week of June 6. These pads will support the rails leading to the pit. The next pours will bring the surface of the floor up to the railhead. Can you help us **POUR THE FLOOR?** Please visit www.rgvrrm.org/support to donate! **BELOW:** On June 6, Adam Lloyd and David Stavans put a fresh coat of Safety Yellow on the out-of-service TC7 to prepare it for display.





THE SEMAPHORE

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



This Month's Meeting:

June 18

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

Next Month's Meeting:

July 16

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

*Meetings move to
Industry Depot starting
May 21!*

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



HOW TOMORROW MOVES: Three F40PH's were in charge of the CSX OCS ("Office Car Special") that departed Rochester on the morning of May 29, 2015. Train P902-29 headed eastbound to Selkirk Yard after an overnight layover in Rochester. DAVID SCHEIDERICH PHOTO