



Our train pulls north off Track 9, headed north towards Midway on opening weekend June 20 and 21. More than 600 visitors enjoyed our new museum experience, which showcases more of our museum collection and volunteer efforts. OTTO M. VONDRAK PHOTO

# Building on Success

## ***INSIDE***

**2015 Schedule . . . . . 2**

**Museum News . . . . . 3**

**Erie C254 . . . . . 6**

Our opening weekend on June 20 and 21 was a huge success! More than 600 people came to visit us, and the majority of them were new faces. Our volunteers have a lot to be proud of, as it was their hard work over the last couple of months that made all this possible.

Now is not the time to rest on our laurels, however. We only have six more weekends in our operating season and we have to make every one count. This is where the majority of our operating funds come from; the funds that pay for things like ongoing equipment maintenance and our short list of approved projects.

We need your help to introduce new faces to our volunteer ranks. We have so many opportunities available, yet many are reluctant to step forward. Help us reverse

this trend. Contributing a few hours during our operating days helps tremendously. Don't be afraid to accept the challenge and help your museum grow.

**Our next operating weekend is July 18 and 19, our "Classic Car Weekend."** If you have a classic car you would like to exhibit with us, please contact Otto Vondrak directly ([ovondrak@yahoo.com](mailto:ovondrak@yahoo.com)) for instructions and your complimentary admission tickets.

I'm looking forward to seeing you all at the museum on July 18 and 19. Our members are an important part of our success. Have questions or comments? Call me at (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)

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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 details.

### 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:

## August 20

7:00pm at INDUSTRY DEPOT



## MUSEUM CONTACT INFO

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Thanks to our Tuesday Night Track Gang for completing our new display track at Industry. These disabled track cars will be open for visitors to explore and take pictures. OTTO VONDRAK PHOTO

## MONTHLY PROGRAM

Our meetings move to Industry Depot for the warm weather months! **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.

If you ordered T-shirts and have not yet picked them up, they will be available at the meeting. We can accept cash or card payments for t-shirts.

## OPENING DAY SUCCESS

### FATHERS DAY WEEKEND JUNE 20-21

Opening Day for our 2015 museum operating season was a huge success, thanks to all of the volunteers who helped us get ready as well as worked the very busy weekend. Our new parking lot at Industry was filled to capacity throughout both days, as we welcomed more than 600 visitors over the Fathers' Day Weekend. Trains departed from Industry Depot every half hour to make the journey north towards Midway, then reverse down Track 9 to bring visitors to our Upper Yard and restoration shop. Despite a couple of brief rain showers, every train ran full!

Also new this year is our ticket and retail sales taking place in Industry Depot. Visitors purchase their tickets (and snacks and merchandise) from the old ticket window. Cash and charge are both cheerfully

accepted on our new POS (point of sale) system that is run off an iPad using the PayPal Here software. This system not only records all sales, but funds are instantly deposited into our PayPal account, managed by our treasurer Dave Peet. The system is fast and streamlined, and the processing fees are far less than a traditional credit card merchant account.

We also received many compliments on our new ticket stock (yellow for Adult fares, blue for Senior/Youth fares). New signage has also been placed on every piece of equipment on public display. New displays are taking shape inside the Lackawanna baggage car, too.

Our next operating weekend is July 18 and 19, "Classic Car Weekend." Your volunteer help is appreciated! For our complete list of events, please visit our web site at **RochesterTrainRides.com**.

—Otto M. Vondrak  
Event Coordinator

## MORE PRAISE FOR 50TH ANNIVERSARY FANTRIP

Dan Howard wrote a wonderful review of our May 9 fantrip operation to celebrate the 50th Anniversary of the Livonia, Avon & Lakeville Railroad. His review appeared in the July 2015 edition of *Railpace*. The following is an excerpt from the article (used with permission):

"The May 9th runs boarded at the

Conesus Lake Sportsmens Club at the south end of the line in Lakeville. The R&GV provided the passenger cars, while the LA&L provided the motive power and operating crew. A total of 300 tickets were sold for each train, and each passenger received a commemorative timetable for the day. This was a tri-fold brochure which provided a brief history of the line, details about the museum and the passenger consist, and a map of the train's route.

The museum is to be commended for not selling every seat in every car, as this provided for a comfortable ride without the passengers being packed in, while also allowing groups and families to find seats together. With unseasonably hot, hazy, humid summer-like weather in early May, the operational air conditioning units in the sealed-window cars were very much appreciated by both passengers and crew.

LA&L and the R&GV are to be commended for these wonderful fantrips. Although there were no photo runbys, they really were not necessary for the market served. And with two trips, one could ride one and chase the other. The excursion ran twice on the same day and conservative track speeds provided more than sufficient time to photo the train at multiple locations in both directions safely."

If you can't find *Railpace* at your local dealer, you can order directly from the publisher at **www.railpace.com**.





# **"BEHIND THE SCENES" OF OUR FANTRIPS IN RAILFAN & RAILROAD**

In the "Markers" section of the July 2015 edition of *Railfan & Railroad*, Otto Vondrak provided a look "Behind the Scenes of an Excursion." Starting from the planning stages in the dead of winter, through to the springtime rush to repair coaches and make them ready for service, through to the marketing and advertising plans and getting volunteers lined up, we quickly learn that running the train is actually the easy part! Many, many volunteers put forth tremendous effort to make sure

**TOP:** "Cheesed and Confused" from nearby Geneseo served up delicious grilled cheese sandwiches to our visitors on June 20. **TOP RIGHT:** Dave Shields sells tickets to our very first customers of 2015! In all the excitement, we forgot to get their names. **ABOVE MIDDLE:** Conductor Jim Otto takes tickets as visitors line up to board our first train ride of 2015. **BELOW LEFT:** Our train arrives at Industry. Seasonable weather was only interrupted briefly by rain showers. **BELOW RIGHT:** A young visitor waves to volunteer Jeremy Tuke aboard the last train of the day on June 20. **OTTO VONDRAK PHOTOS**








our May 9 trips were a success. If you can't find *Railfan & Railroad* at your local dealer or bookstore, you can order direct from the publisher's web site at [shop.whiteriverproductions.com](http://shop.whiteriverproductions.com).

#### RGVRRM BOARD MEETING

The next Board of Trustees meeting is Thursday, August 6, 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](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. 

[WWW.ROCHESTERTRAINRIDES.COM](http://WWW.ROCHESTERTRAINRIDES.COM)

[WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)

[FACEBOOK.COM/RGVRRM](https://FACEBOOK.COM/RGVRRM)

LEFT: This family was excited to take their first train ride ever on June 21! BELOW LEFT: Visitors prepare to board the train at the Upper Yard. BELOW RIGHT: This family was enjoying their first visit to our museum. BOTTOM LEFT: This family was also making their first visit, and enjoyed touring our trains in the Upper Yard. BOTTOM RIGHT: Just some of the museum volunteers who made our weekend a success, including Jeremy Tuke, Ray Howard, Mike Bianchi, Matt Glogowski, Jim Otto, and Mike Guglielmo. OTTO VONDRAK PHOTOS



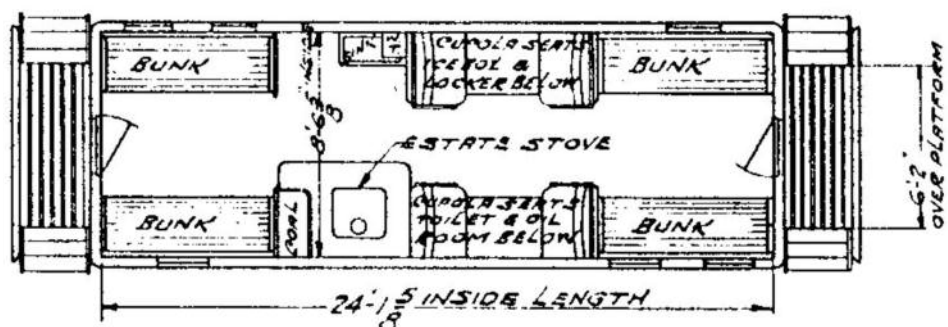


# ERIE C254

"The little red caboose" is an American icon that has endured through generations, and our museum has an appropriate example in Erie C254. The Erie Railroad built 100 of this class of welded steel cupola cabooses at their shops in Dunmore, Pa., in 1945 and 1946. The class was numbered C170 to C269 and was the last class of cupola cabooses built by the Erie. After the construction of the C269, the Erie's Dunmore shops built one more caboose, C300, a prototype bay window caboose which became the model for 50 cars ordered from International Car Company. Many credit the C300 as being the model for every bay window model ever built by International Car for the Erie, Erie Lackawanna, Nickel Plate, and others.

The C254 was built in 1946 and its current paint scheme resembles the paint scheme it would have worn out of the Dunmore shops. Within this class of Erie caboose, there were two subclasses which differed in many dimensions. The C254 was part of the later group ranging in numbers from C222 to C269. The caboose rides on modified freight car trucks and is 48,900 lbs in weight. These cabooses were of a welded steel design and are easily differentiated from the earlier series, C100-C169, which were riveted together. As of December 1951, cars C222 through C264 were radio equipped.

Many of these cabooses were passed on to Erie Lackawanna in 1960, and to Conrail in 1976, where this series of caboose were Class N-3A. Caboose C254



The restored Erie C254 at Giles Crossing. PHOTO BY CHRIS HAUF ABOVE: The floor plan included four bunk areas to house the crew away from their home terminal.

became 19665 and was repainted into Conrail blue. As caboose usage fell off through the 1980s, many were sold off to private individuals, museums, and historical societies. Other similar cabooses saved include the Jersey Central Chapter's C177 (which became Conrail 46197 assigned to MOW service) in Parsippany, NJ, and Western New York Railroad Historical Society's C216 (also assigned to the maintenance fleet as 46196) in Hamburg, New York, and a privately owned C260 (CR 19676) in Perrysburg, N.Y.

Our caboose was donated by Conrail to the Rochester Chapter in 1992, and since that time the caboose has been under restoration inside and out. All new windows and window frames have been fabricated and installed.

On August 16, 1994, Lynn Cross generously donated his time and talent as a professional painter, to help us put the finishing touches on our caboose. With help from museum members John Redden and Chris Hauf, two coats of "American LaFrance Red" were applied to the car. The paint was manufactured by ICI

Autocolor and still looks as good today as it did the day it was applied.

We have attempted to restore the interior to its in-service appearance while serving the Erie Railroad. Caboose C254 has proven to be one of the most popular pieces at the museum, with folks enjoying the view from the cupola as we roll down the line. In the future, it is also hoped to restore the roof walks, loop ladders, and grab irons cut off under Conrail ownership.



Many folks had a hand in C254's restoration from Conrail blue to Erie red. Volunteer Lynn Cross applies the first coat of "American LaFrance Red" to the cupola of the caboose during a August 1994 work session. PHOTOS BY CHRIS HAUF

## AT A GLANCE

**Road/Number:** ERIE C254

**Built:** 1946

**Weight:** 43,900 lbs.

**Builder:** Erie Dunmore Shops

**Acquired:** 1992

# YOUR PARTNER...



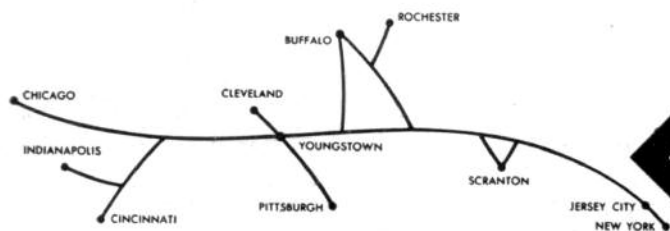
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# Erie Railroad





**THE SEMAPHORE**

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



**This Month's Meeting:**

**July 16**

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

**Next Month's Meeting:**

**August 20**

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

*Meetings move to  
Industry Depot starting  
May 21!*

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



Volunteer John Guglielmo takes a break from working on the new display track to watch one of our trains depart Industry on June 20. The Tuesday Night Track Gang completed work on the display track at the end of June which is now home to TC 6, TC 7, and the dump car. OTTO VONDRAK PHOTO