



The Fort Wayne Railroad Historical Society, in cooperation with Norfolk Southern, ran two Buffalo-Corning "Erie Limited" trips on August 1 and 2. Nickel Plate Road 2-8-4 No. 765 was captured at speed rushing through Dalton, N.Y., on August 2. JEREMY TUKE PHOTO

# Keep It Moving

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August 15 and 16 will be the return of DIESEL DAYS, one of our most popular events of the year. This year the featured locomotives will be our Fairbanks-Morse H12-44 No. 1843, Rochester Gas & Electric GE 45-ton switcher No. 1941, and Lehigh Valley Alco RS-3m No. 211. We're looking forward to a great event!

Progress continues on many fronts around the museum, from the construction of our inspection pit, to the restoration of our New York Central caboose No. 19877. The Tuesday Night Track Gang continues to replace ties on our museum railroad up and down the line. This would be a great time to jump in if you would like to get involved. (Ask us!)

We need some volunteers to determine the future of the Lackawanna m.u. coach

and the Pullman *Pine Falls*. Both cars are cocooned, but they can't stay that way forever. What should we do? We need to come up with a plan, and you can be the one who makes a difference.

September into October we will be heading into our busy "fall foliage" season. It's about to get busy at the museum and we really need your help. Otto Vondrak needs volunteers to greet our guests at both ends of the ride. Joe Nugent needs volunteers to keep our fleet up and running. Spare an hour or a day, every little bit helps.

We need your help to make both events a success. Have ideas? 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)

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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.

### 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 and 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!  
Details coming soon!



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:

## Sept. 20

7:00pm at 40 & 8 Club



## MUSEUM CONTACT INFO

### MUSEUM PRESIDENT

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Looking north, we are all ready for concrete between the rail and the east wall (on the right hand side of this photo). Can you help fund this important project? MARK WILCZEK PHOTO

## MONTHLY PROGRAM

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

Starting **September 17**, our meetings return to the 40 & 8 Club in downtown Rochester. Located at 933 University Avenue in Rochester, doors open at 7:00 p.m. and the meeting begins at 7:30 p.m. Our museum bookstore will have the latest titles available for purchase, and a cash bar is available. We are now scheduling programs for the coming months. If you have an idea for a program you would like to presented to our group, please contact Otto Vondrak at ovondrak@yahoo.com

—Otto Vondrak  
*Acting Program Committee Chair*

## "POUR THE FLOOR" SHOP FLOOR UPDATE

In June we poured the concrete that supports the rails leading into the building and by mid-July we had the north eastern section of the building ready for concrete. The mason has been notified and now we are on his schedule (it should be any day now, or perhaps may be poured by the time you read this). The mason we are working with is quite busy this time of year and I give

him the luxury of doing our pours on rainy days since this project is located indoors. The last couple of weeks it has been quite dry during the day, so he has been doing his outside jobs. Believe me, I am doing a rain dance every day!

Once this section of floor is poured, the next pour will be down the east wall between this piece and the existing slab at the south end of the building. In preparation for the next pour, we can use lots of hands to move the various items currently in the way to clear out for the stone base we have to bring in. Moving these things will likely be happening the second or third week of August, I will reach out for help when the time comes.

At this point we have enough funds on hand to do the pour at the northeast corner of the building and we are about \$500.00 shy of having enough for the center portion down the east wall. After these two pours we would like to prepare and pour the entire center section of the building, from the existing slab at the south all the way to the doors at the north. After that would be to fill the gauge with concrete on each end of the pit. To complete all of that work we need approximately \$14,000. The building is fairly cleared out these days and it would be extremely nice to get all of this work done in the near future. If we raised the funds, we could have this completed in the next couple of months. Can you help us

locate potential donors? Please consider helping your museum, this project is very close to completion, and we need it to maintain our fleet of historic trains.

—Mark Wilczek  
*Project Manager*

## MUSEUM MANGLER'S MESSAGE

First, let me thank Steve Huse for going where no man has gone before, at least not in the last several years. On Saturday July 25, he was literally a cat on a hot tin roof and cleaned out the gutters on the Restoration Building. Continuing the work started by Dave Luca back in June, this long overdue task found dirt, roots, and some saplings up to 1" in diameter in the gutters and he bravely took to the job of removing it all. Thank you Steve (and his ground support team) and welcome back to solid ground!

The weekends that we have operated for the public have been quite well attended and we have had just enough volunteers to cover all of the jobs necessary, thank you to all of those who have helped. This month we feature *Diesel Days*, yes, back to two days again! Seeing as we are running more trains and are anticipating strong crowds, we need more hands than usual to staff the operations. Please consider coming out to pitch in and enjoy showing our Museum to the public. There are all sorts



of positions available from helping with train crew, to selling tickets and souvenirs, to greeting our guests and making them feel welcome.

We have been seeing many new faces helping out this year. Thank you for joining us! If any of you newish volunteers are feeling shy or not sure where you can help out, please contact me, or anyone else in the contacts section on page 3. Thanks!

—Mark Wilczek  
Museum Manager

### DIESEL DAYS ARE HERE AUGUST 15 AND 16

**Diesel Days returns in a spectacular two-day event for 2015!** On August 15 and 16, we will be operating multiple trains between Industry and the Upper Yard. Featured locomotives will be Lehigh Valley Alco RS-3m No. 211, U.S. Army Fairbanks Morse H12-44 No. 1843, and Rochester Gas & Electric GE 45-ton No. 1941. The rest of our historic locomotive fleet will be on display throughout the event. Thanks to Joe Nugent, Dave Boswell, and Mike Dow for helping get the motive power fleet ready for this event.

We are also looking forward to putting

New York Central caboose on display in The Upper Yard for the event. Thanks to the volunteer efforts led by Charlie Marks, this venerable wooden car is nearly ready for its return to service for the first time since 2002.

I am also pleased to announce we will have food service at this event. Z Best Hots of Pittsford will be providing a full grill menu for purchase during the event, so please come hungry!

Volunteers are needed on the ground and on the trains for this special event, so please come out and support your museum. For more details and to view our complete calendar of events, please visit [RochesterTrainRides.com](http://RochesterTrainRides.com).

—Otto M. Vondrak  
Event Coordinator

### NKP 765 RETURNS TO NEW YORK

Nickel Plate Road 2-8-4 No. 765 last visited our area back in June 1985, hauling the “Glass City Limited” between Buffalo and Corning. Thanks to Norfolk Southern, steam once again returned to the Southern Tier. On August 1 and 2, the “Erie Limited” ran between Buffalo and Corning carrying sell-out crowds of 900 people per train. Many of our members were either trackside to capture the action, or riding the train to savor the sights and sounds of mainline steam railroading. Upon arrival at Corning, buses took riders to the nearby Corning Museum of Glass while the train was turned and serviced. Hundreds crowded into Letchworth State Park in Nunda, N.Y., to witness NKP 765 crossing the historic Portage Bridge over the Genesee

**RIGHT:** The Tuesday Night Track Gang leveled the rails for Track 9 that lead into the Restoration Shop on August 5. **BELOW:** On August 5, Our New York Central crossing watchman's shanty was relocated from BOCES Crossing to Switch 6, where it will provide much needed shelter for the Switch Tender on operations days. JEREMY TUKE PHOTOS







River gorge. With the bridge slated for replacement later this year, this will most likely be the last time steam crosses the former Erie Railroad trestle.

#### RGVRRM BOARD MEETING

The next Board of Trustees meeting is **Thursday, September 3, 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. **S**

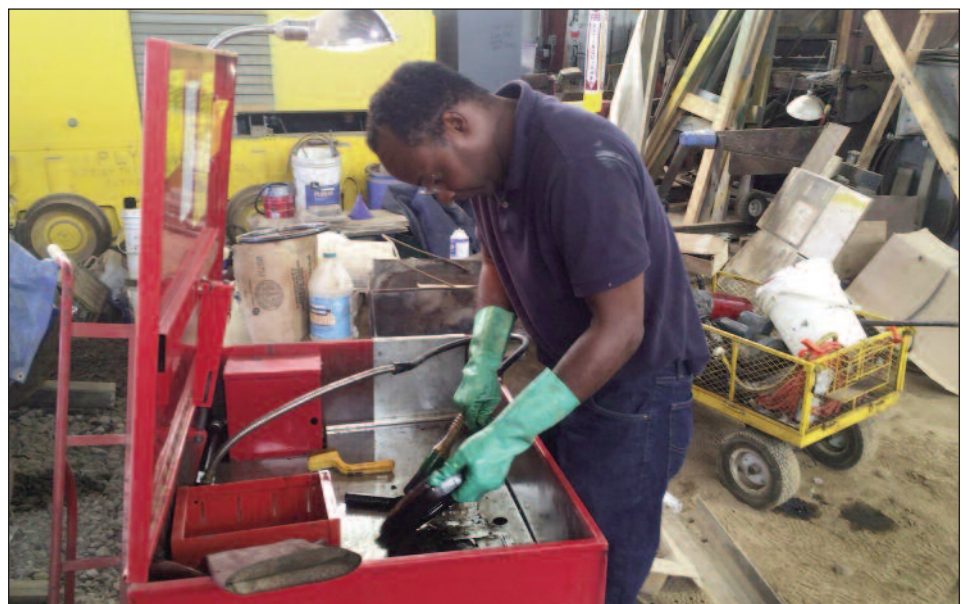
**WWW.ROCHESTERTRAINRIDES.COM**

**WWW.RGVRRM.ORG**

**FACEBOOK.COM/RGVRRM**



**TOP LEFT:** Mike Dow helped get Lehigh Valley No. 211 successfully started after a many years slumber. This will be one of the featured locomotives at Diesel Days. **LEFT:** The Catskill Mountain Railroad in Kingston, N.Y., is borrowing trailer T-31 for a year to transport workers and guests over out of service trackage on their ex-NYC branch line. The railroad is owned by Ulster County and politicians wish to have the rails ripped up for a trail by next year. Volunteers from CMRR arrived on July 30 to transport the trailer to its temporary home downstate. **OTTO VONDRAK PHOTOS** **BELOW LEFT:** Volunteers Kevin Madoo and Charlie Marks discuss next steps to complete the repairs to NYC caboose No. 19877 on July 25. **BELOW:** Kevin uses the washer in the shop to clean brake parts for NYC No. 19877 on July 25. Joe Nugent and Elliot Courtney cleaned and inspected the brake system on the caboose so it can be returned to active service. **ELLIOT COURTNEY PHOTOS**





# CABOOSE



# 19877

Traditionally the “little red caboose” was the punctuation mark to any American freight train. Bringing up the rear, the caboose was not only home to crews on the road, but also the office for the conductor and his paperwork. After World War II, wooden cars gave way to modern steel, yet the New York Central continued to roster hundreds of wooden cars into the 1960s.

This wooden caboose with steel underframe was built in 1921 by the New York Central at their shops in Oswego, N.Y. The original construction cost was \$3,600. Based on a standard design, NYC had hundreds of wooden cabooses just like our 19877. Our caboose spent most of its life in our area, working on the Falls Road, often found on the “Medina Turn.” Though the advent of all-steel cabooses reduced the number of wooden cars, No. 19877 remained in service through the Penn Central merger of 1968. The car was put up for sale in 1972, and was purchased at auction by Roy Verbridge and moved to his property at Williamson, N.Y., moved by rail over the old Hojack line. It remained in Williamson until 1986, when the car was donated to the Rochester & Genesee Valley Railroad Museum. It arrived at Industry in 1987.

Upon arrival at the museum, the car was reconditioned and rebuilt by volunteers to give the car a new lease on life. Of note, the car is equipped with its original cast iron caboose stove. Volunteers applied new tongue and groove siding, made repairs to the underframe and the wooden end sills, and also replaced windows and made adjustments to the truck springs. The car provided another fifteen years of service at the museum, hauling visitors during Diesel Days and hosting many a Winter Caboose Campout for our members.

Of note, the Danbury Railway Museum in Danbury, Conn., has a car similar to ours



**FROM FRONT TO BACK:** Several volunteers have been working to complete repairs to NYC caboose No. 19877 so it can be placed back into service. OTTO VONDRAK PHOTO

in their collection, NYC No. 19322. Their caboose has undergone a multi-year restoration that is nearing completion. Our neighbors to the east, Central New York Chapter has NYC No. 19144 on display at the New York State Fairgrounds in Syracuse. The Western New York Railway Historical Society has restored NYC No. 19602. This car was built in East Rochester in 1896, its cupola was removed in the 1950s. The car was restored by WNYRHS in 1994 and is on display near Hamburg. While there are a few 19000-series cars in static displays around our region, ours is one of the few examples kept in operating condition.

Sometime after 2002, it became apparent that our venerable wooden caboose would need increased attention not only to the body and sills, but also to the roof. The car was set aside and eventually moved up to our new Restoration Building. As time permits, the Marks family has been working on stabilizing and repairing the car. Norm Shaddick and John Redden have also made significant contributions. Considerable attention has been paid to the cupola and determining the extent of damage to the roof. While more extensive repairs to the roof will be required in the future, the cupola has been repaired and is now weatherproof.

This venerable workhorse is about to emerge from its multi-year rebuilding process, thanks to the hard work of our volunteers. We look forward to returning this caboose to active service before the end of our 2015 operating season. **S**



**NYC 19602** was built at East Rochester in 1896, had its cupola removed in the 1950s, and was restored in 1994 by the WNYRHS.

PHOTO BY SCOTT HAWBAKER



**NYC 19322** undergoing restoration at Danbury Railway Museum. PHOTO BY DANA LAIRD

## AT A GLANCE

**Builder:** NYC Oswego Shops

**Built:** 1921

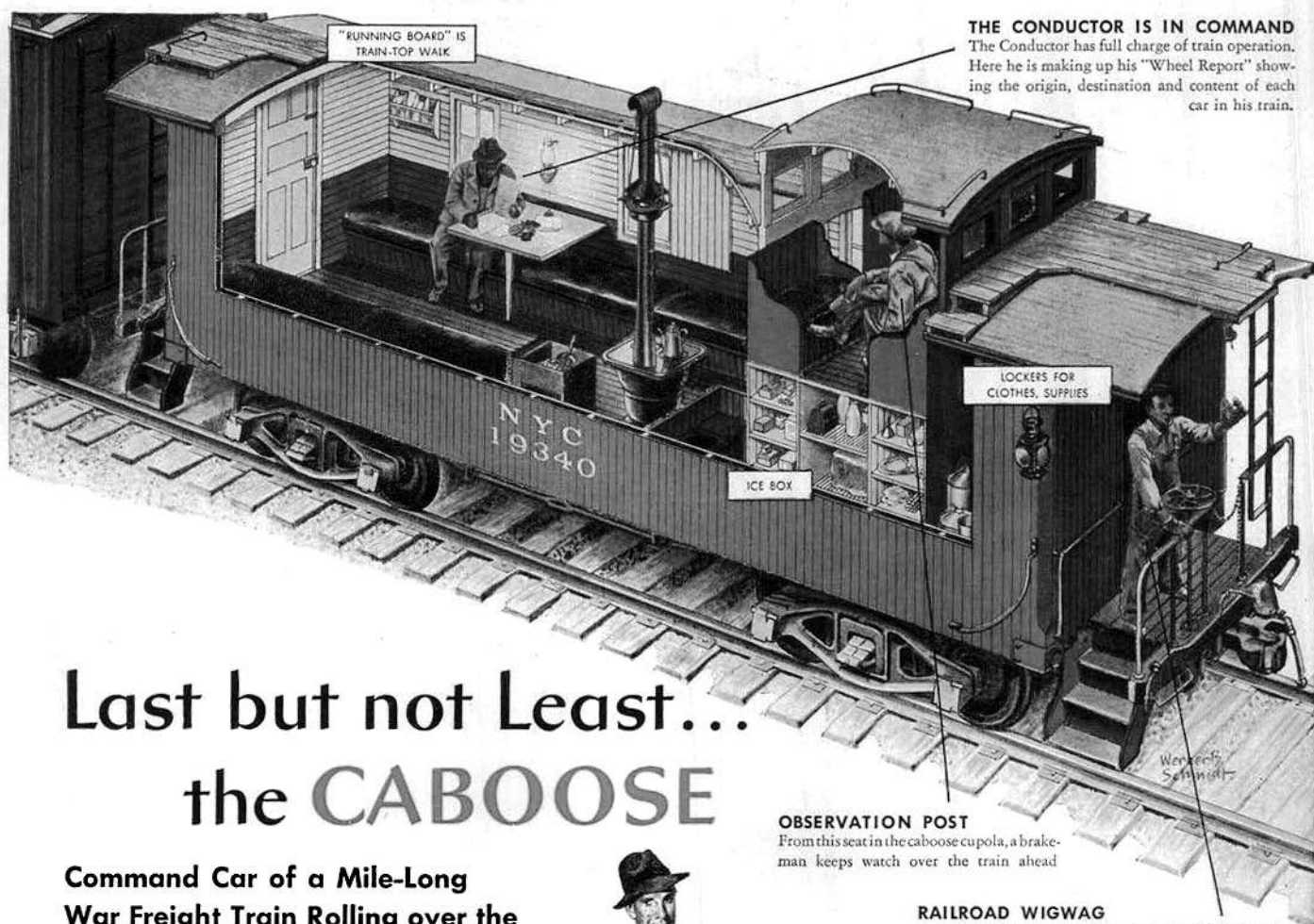
**Road/Number:** NYC 19877

**Weight:** 42,000 lbs.

**Retired:** 1972

**Acquired:** 1986





**THE CONDUCTOR IS IN COMMAND**  
The Conductor has full charge of train operation. Here he is making up his "Wheel Report" showing the origin, destination and content of each car in his train.

# Last but not Least... the CABOOSE

## Command Car of a Mile-Long War Freight Train Rolling over the Water Level Route

**T**HIS is a New York Central caboose. Just a workaday little car. Yet it's a *field headquarters* in one of today's most critical battles... the battle of transportation.

Every wartime hour, a thousand freight trains start out over the rails of America. And in charge of each is a train crew in just such a caboose as this.

Sometimes storms lash the platforms and beat against the cupola windows. Sometimes fog or snow blankets the right of way. But you'll find the men of the caboose at their posts... fighting to speed and safeguard those precious, heavy-laden cars up ahead.

Today, they're helping move the greatest traffic of all time... more than fifty-billion ton-miles a month. It's a Victory task first. But out of it, too, are growing new efficiencies that will mean still finer rail transportation when Victory is won.

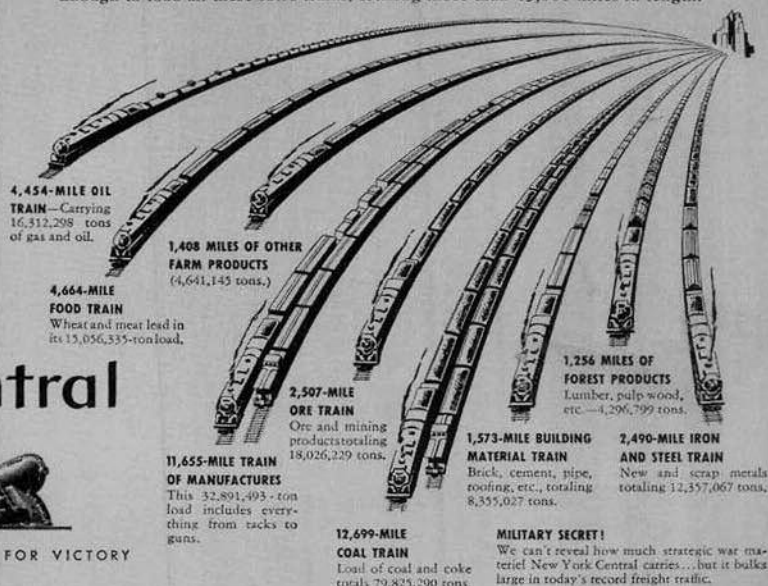


**OBSERVATION POST**  
From this seat in the caboose cupola, a brakeman keeps watch over the train ahead

**RAILROAD WIGWAG**  
At stations and towers, and on passing trains, the men on duty watch each train, and signal to the train crew if anything needs attention. The rear brakeman receives and acknowledges these signals. A raised arm, like this, means, "All okay."

## HERE'S WHAT WE HAUL IN ONE WAR YEAR—194,300,000 TONS

Enough to load all these solid trains, totaling more than 43,000 miles in length.



# New York Central

BUY  
MORE  
WAR BONDS



ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY





**THE SEMAPHORE**

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



**This Month's Meeting:**

**August 20**

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

**Next Month's Meeting:**

**September 17**

7:30 PM at 40 & 8 Club  
933 University Ave., Rochester NY

*Meetings return to the  
40 & 8 Club  
starting in September!*

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



Hundreds of spectators gathered at Portage Bridge in Letchworth State Park on Sunday, August 2, to witness Nickel Plate Road No. 765 on its west-bound return to Buffalo. Two "Erie Limited" trips operated by Norfolk Southern ran between Buffalo and Corning over the weekend, the first since 1985. This will likely be the last steam train to cross the historic 1875 trestle as the crossing is due to be replaced later this year. DAVE SCHEIDERICH PHOTO