



Former museum manager Rand Warner and museum president Mike Dow are all smiles as RGV 1654 breaks through the banner with museum manager Mark Wilczek at the throttle on August 20, 2015. The new inspection pit is now ready for use as we continue to pour the concrete floor in the building. Your donation in any amount will help us complete this most important project! www.rgvrrm.org/support ADAM LLOYD PHOTO

Looking Ahead

Increased museum attendance and income on track to exceed last year's totals

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Seven months ago we were forced to change how we do business due to our former partners lack of willingness to cooperate on a safe operation, and many of our members expressed their concern about the future of our museum's survival. I am pleased to report that your museum is not only surviving, but growing, thanks to our dedicated volunteers.

Reviewing our long-term planning goals at the last board meeting, we were pleased to discover that we had met nearly all of our four-year goals including building a new visitor parking lot, cleaning up the property on the west side of the LA&L, and adding an electronic point of sale (POS) system for ticket sales!

After years of being bogged down in the administrative red tape, real progress is

being made to get the old state school sewer system transferred to Monroe County control. Once this happens, we will be able to proceed with the installation of our own sanitary connection which means that we will once again have a functioning restroom in the depot!

Diesel Days was a huge success with multiple trains running throughout the weekend. It was great to see USA 1843 and LV 211 hauling visitors on our museum railroad once again. In September we honor Kodak and RG&E employees, and we would like your help to make the event a smashing success.

Have ideas or concerns? I'd like to hear from you by phone (716) 474-2833 or by email at mdow@rochester.rr.com.

—Mike Dow, Museum President



www.rgvrrm.org

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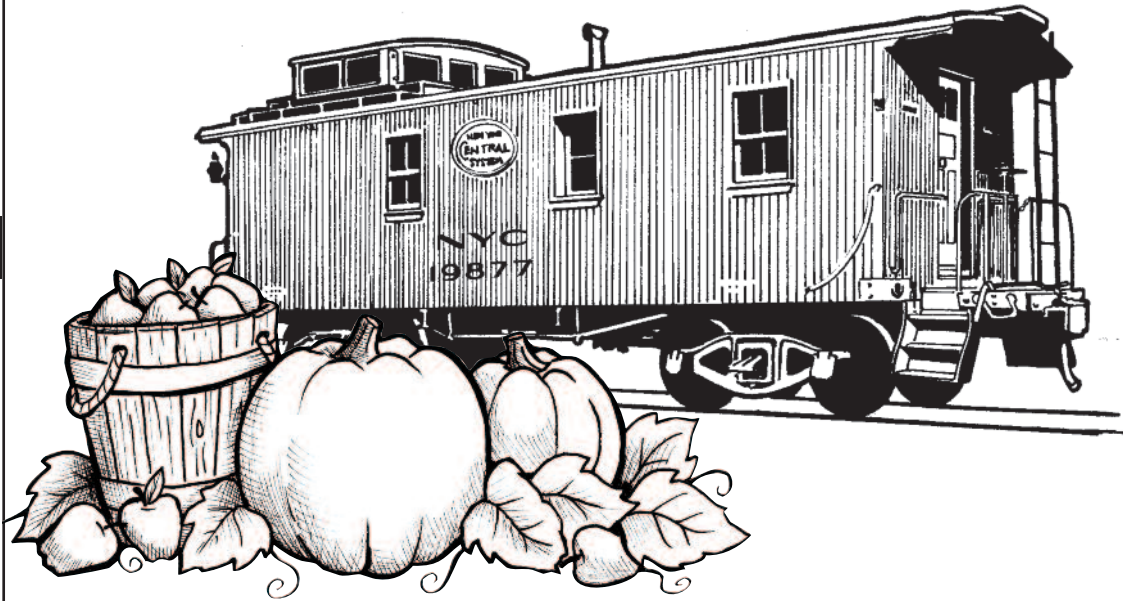
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October 3-4 and 17-18 Pumpkin Patch Trains

Ride the only Pumpkin Patch Trains in Rochester! Climb aboard your train at Industry Depot for a mile-and-a-half ride through our museum grounds. Visit the pumpkin patch where every child will choose a baby pumpkin to take home and decorate. Enjoy hot apple cider as you tour our collection of historic trains. Don't forget to stop by the petting zoo and meet the friendly animals! **Trains depart Industry Depot every half hour from 10:00 a.m. to 4:30 p.m.**

**Adults \$10
Youth/Seniors \$8**

All aboard for great family fun!



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:

October 15
7:00pm at 40 & 8 Club

MUSEUM CONTACT INFO

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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.

Please welcome our new Program Chairman **Adam Lloyd**. One of our new volunteers, Adam is already quite active around our museum assisting with various projects. He will be scheduling new meeting activities through the end of the year, so if you have suggestions please direct them to his contact information above.

FIRST TRAIN OVER THE PIT

On August 20 we celebrated putting the first train over our new inspection pit inside the Restoration Building. Project manager Mark Wilczek was at the controls of RGV 1654 as conductor Joe Nugent

gave the command to ease the train south over the pit. Museum president Mike Dow and past Museum Manager Rand Warner stretched a paper banner over the pit that RGV 1654 broke through in celebration. After a few words by project manager Mark Wilczek, a ceremonial bottle of champagne was broken over the edge of the pit wall. Excited members toured the pit and took their first real look underneath one of our workhorse locomotives.

This project has been years in the planning, jump-started last year by enthusiastic volunteers who completed the engineering work and got the first shovelfuls of dirt turned over. We now have a valuable asset that will help us properly maintain and repair our historic trains for years to come.

Thank you to all of the volunteers and donors who made this possible. We have made a tremendous leap forward in progress, but we still need your help to complete the job. The floor along the east wall of the Restoration Building will be poured by the end of the month, but significant fundraising lies ahead so we can complete the center section and west wall section. Completing the floor will not only make for more pleasant working conditions and reduce the dirt and dust contamination, but also help speed projects along by giving a firm, level surface to work on. A donation in any amount will help us meet our goal. Twenty years ago when the

shop building was first erected, building a pit seemed like an far-off prospect. Now it is here and we need your help to cross the finish line. Thank you!

DIESEL DAYS - AUG. 16-17

This year marked the return of Diesel Days as a two-day event, as well multiple train operation for our visitors. **USA 1843** pulled the Erie caboose while **Lehigh Valley 211** pulled the Penn Central caboose. **RG&E 1941** was scheduled to pull the **New York Central** caboose, but the car was not able to be prepared for service in time. Both were put on display, and the NYC caboose was opened for tours in the Upper Yard.

Everyone was excited to see LV 211 return to service after a multi-year hiatus. The water pump was rebuilt and repaired by Dave Boswell, and new brake shoes were generously donated by Genesee Valley Transportation.

A Lackawanna whistle post (donated by Irene Szabo) and a Pennsylvania Railroad crossing sign (donated by Dan Waterstraat) were painted by Jeremy Tuke and installed in the Railroad Sign Garden. Food service provided by Z Best Hots of Pittsford was a hit with our visitors and volunteers alike. We enjoyed great attendance throughout the weekend, with many first-time visitors and fresh faces enjoy our new train ride.

—Otto M. Vondrak, Event Coordinator



Even though we had a little rain for our Annual Members Picnic on September 12, it couldn't dampen our spirits! Everyone was very generous with many dishes to pass around, and it was great to catch up with old friends. Train rides followed our outdoor barbecue this day. Everyone in attendance was impressed with the progress made by our museum this year.

PUMPKIN PATCH TRAINS

Your museum will be open two weekends in October to accommodate the crush of visitors we are expecting for fall foliage season. We will be operating the only Pumpkin Patch Train Rides in Rochester this season. Visitors will board at Industry for a ride to the Upper Yard displays and the Pumpkin Patch where children will select a baby pumpkin to take home to decorate. Visitors will enjoy hot cider as they tour our displays. As a special added attraction we will be hosting a petting zoo at Industry! Dates for the Pumpkin Patch Train Rides are October 3-4, 17-18. Once again we will be looking to our volunteers to successfully close out our train ride season and provide an enjoyable experience for our visitors. If you would like to help, please contact event coordinator Otto Vondrak at ovondrak@yahoo.com.

—Otto Vondrak, Event Coordinator

RGVRRM BOARD MEETING

The next Board of Trustees meeting is **Thursday, October 1, 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. **S**

WWW.ROCHESTERTRAINRIDES.COM
WWW.RGVRRM.ORG

FACEBOOK.COM/RGVRRM
YOUTUBE.COM/RGVRRM



TOP RIGHT: The team led by Joel R. Shaw continues to make progress on the construction of a new track car trailer with a successful test run of the frame. Next steps will be to construct the decking. **JOEL R. SHAW PHOTO** **RIGHT:** Volunteer John Redden applies fresh lettering to our New York Central caboose. He is using stencils that were created by his dad Gene, another long-time contributor to our museum. **BELOW:** Mark Wilczek lays stone in preparation for the next concrete pour inside the Restoration Building. The floor along the east wall should be complete by the end of the month. **ADAM LLOYD PHOTO** **BELOW RIGHT:** Rochester Chapter NRHS president Dave Luca (right) congratulates RGV volunteer Norm Schaddick (left) on fifty years of membership in the NRHS. **JEREMY TUKE PHOTO**





DIESEL DAYS 2015

TOP: Ashlee Dow and Syeira Dow (daughters of museum president Mike Dow) sold souvenirs at Diesel Days. ABOVE LEFT: The first load of visitors disembarks to tour the displays in the Upper Yard. Two trains ran continuously throughout the weekend. JEREMY TUKE PHOTO LEFT: Everyone was excited to see LV 211 return to service for Diesel Days! OTTO VONDRAK PHOTO BELOW LEFT: The New York Central crossing guard shanty has been relocated to Switch 6, where it provides welcome shelter for the Switch Tender. Tony Mittiga did the honors on Saturday, August 15. JEREMY TUKE PHOTO BELOW: U.S. Army No. 1843 was one of two trains that operated for Diesel Days weekend. Seeing the Fairbanks-Morse locomotive in action was a treat for our visitors and volunteers alike! PETE SWANSON PHOTO



MDT 14053 REEFER MADNESS MDT 12549

The nearby community of East Rochester was once home to Merchants Despatch Transport, builder and operator of leased refrigerated freight cars. The long history of this town's development stretches back to 1897, when MDT began construction of a new car construction shop in some grassy fields outside of Penfield. The first railcar to emerge from this complex rolled in 1898, thus beginning 72 years of manufacturing in East Rochester. By 1899, more than 700 workers were employed in the growing facility, which was used by MDT to manufacture and maintain its line of leased freight cars. The Despatch Shops eventually became a subsidiary of the New York Central, and was shut down by successor Penn Central in 1970. However, the MDT name would survive until the present day as a transportation lessor.

MDT 14053 was built by Pacific Car & Foundry in Renton, Washington in 1958, as part of a lot of 150 cars for Northern Refrigerator Car. Built as NRC 20065, it became MDT 14053 after Northern Refrigerator was merged into MDT in March 1962. Measuring 45 feet, the ice-cooled car uses with Equipco Model 54-6 electric air circulating fans powered by an axle generator. This particular car has a combination of a 4' sliding door and a 2' plug door on both sides.

In later years, the reefer was used as an MDT support car at Pennsy's Enola Yard. The car was amazingly well kept, inside and out, and retained its mid-1960s appearance. MDT donated the car to Rochester Chapter, and it was delivered to Industry on October 18, 1993. The reefer traveled on its own wheels, using an all-Conrail routing. The ice-cooled reefer is currently on display in the yard at Industry, and houses our popular exhibit about East Rochester and Despatch Shops.

Our second MDT reefer came from nearby Buffalo. **MDT 12549** was built by



The museum is fortunate to have two Merchants Despatch reefers in its collection, further strengthening our ties to East Rochester, once home of the sprawling MDT shops. **TOP: MDT 14053** is in somewhat better condition, and currently houses an exhibit detailing the history of East Rochester. **ABOVE: MDT 12549** received a coat of primer in May 2015. OTTO VONDRACK PHOTOS

Despatch Shops in East Rochester in September 1953. Like its West Coast twin, this car is ice cooled, using Equipco Overhead M-29-3 electric air circulating fans powered by an axle generator. Measuring 42'-6" over the couplers, MDT 12549 was equipped with dual 2' plug doors, and has the unique "DSI" car ends. At the time, the average cost to construct cars like these was \$9871.22.

After a long career of transporting produce around the country, this reefer came to

rest at the Niagara Frontier Food Terminal in Buffalo, where it was used as a support car. It was donated to Rochester Chapter NRHS by MDT in November 1996, and moved to the museum by Silk Road Transport in 1997. Currently this car is on display in the Upper Yard, and received a new coat of primer in May 2015. Currently used for storage, this car is being evaluated for a full cosmetic restoration by our volunteers. Can you help contribute?

—Chris Hauf and Otto Vondrak

AT A GLANCE

Road/Number: MDT 14053

Builder: Pacific Car & Foundry

Built: 1958

Cap'y: 70,000 lbs.

Acquired: 1993

AT A GLANCE

Road/Number: MDT 12549

Builder: Despatch Shops Inc.

Built: 1953

Cap'y: 70,000 lbs.

Acquired: 1996



SIDE BY SIDE IN NEW YORK CENTRAL YARDS, LEAN LOCOMOTIVE OF "THE XPLOER" WEIGHS ONLY 68 TONS COMPARED WITH CONVENTIONAL DIESEL OF 125 TONS.

CENTRAL'S NEW TRAIN, 'THE XPLOER', USES SINCLAIR OIL

Tomorrow's train is here today on the rails of the New York Central. The glamour-coach "Xplorer" train is one of two new lightweight, low-center-of-gravity trains the Central has put into service this year. Lithe, lean and more economical to operate, it gives you a smoother, more comfortable ride. Running between Cleveland and Cincinnati,

"The Xplorer" is capable of a top speed of 120 miles per hour. To protect and lubricate the high-speed engine of "The Xplorer" calls for a tough, dependable oil—that's why the Central chooses Sinclair. In fact, over 100 leading U.S. railroads rely on Sinclair Lubricating Oils—top tribute to their quality, dependability and economy.



TANK CAR LOADS of finest lubricants are required by America's railroads. Sinclair research scientists work hand-in-hand with railroad technicians to develop new lubrication ideas and oil-additives which guard against friction and wear, help keep famous passenger trains and fast freights on schedule.



FOR YOUR CAR, the same modern Sinclair research and refining skills that produce reliable oils for leading railroads, provide you with Sinclair Extra Duty Triple X. Specially compounded for the new high compression engines, this new multi-grade oil gives complete protection, from cold engine starting to hot highway driving.



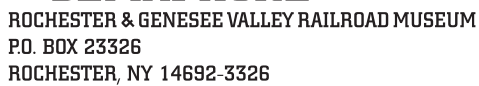
ADDS POWER YOU CAN FEEL! Because new Sinclair Extra Duty Triple X cleans your engine as you drive, it actually adds power you can feel. It cuts harmful corrosion, wards off wear, helps prevent power-wasting "knock". See your nearby Sinclair Dealer today for new Sinclair Extra Duty Triple X Motor Oil.

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Museum members gathered inside the Restoration Building on August 20 to dedicate our new inspection pit. This event marks a major milestone in the development of our museum facilities. Fundraising continues to complete the floor, a donation in any amount will help. ADAM LLOYD PHOTO