

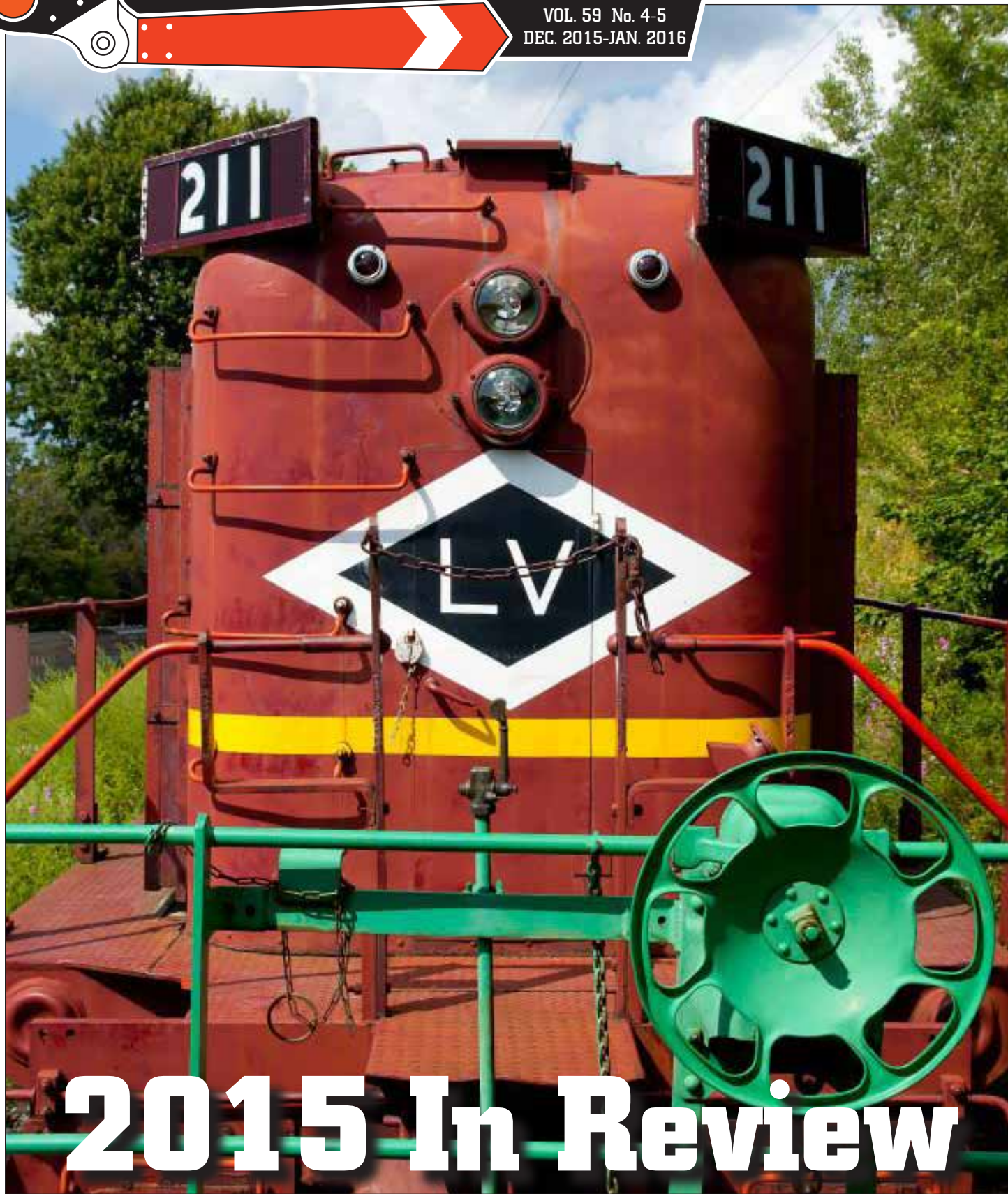
THE SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM



VOL. 59 No. 4-5
DEC. 2015-JAN. 2016

NEXT MEETING:
February 18
*Sam Rosenberg presents
photos from his trip aboard
VIA's Canadian*



2015 In Review



www.rgvrrm.org

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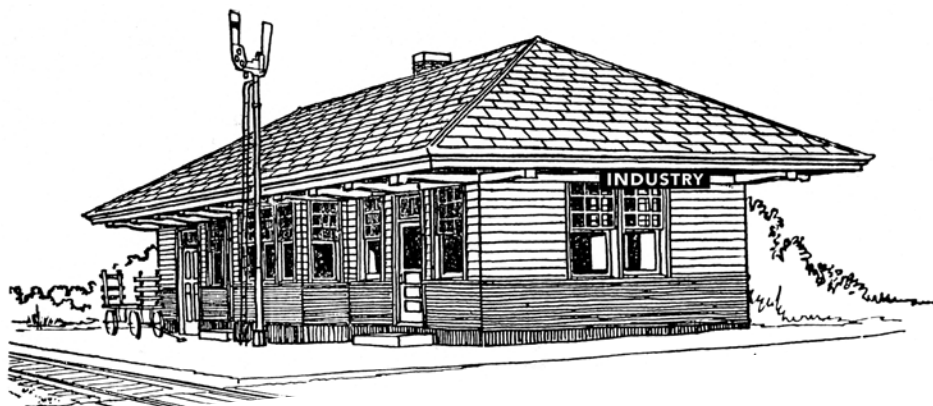
The official publication of
the Rochester & Genesee Valley Railroad Museum

Volume 59, No. 4 and No. 5

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Message from the President

SO MUCH WAS ACCOMPLISHED this year that it will be difficult to name it all and to credit those individuals that made it all possible. This year we changed not only our schedule, but how we view our entire museum operation. We set our sights on making the museum better, and we did it!

We improved everything. We moved literally tons of stuff from the west side of the LA&L tracks and made a parking lot like we have always wanted. We cleaned up the depot and made it our front door, with ticket sales able to handle cash or credit through a computerized point of sale system. We improved how people interpreted our displays around Industry Yard. Continued repairs and upgrades to our track and right of way have paid off, and our drainage situation is slowly but surely getting better.

We took a hard look at the Upper Yard and made it something that the public can finally tour. We are no longer limited to displaying a handful of pieces from our collection. Some pieces of equipment got new paint. We restored a caboose that hasn't carried a passenger in more than ten years and put it back in service. For the first time ever we ran a three-caboose train (and still didn't have room for everyone!)

We held our biggest Fall event ever with more than 1,000 people a day. We had lines out the door and people that weren't able to get into the first weekend of Pumpkin Patch Trains, came back the next weekend! For the first time ever, we worked with outside vendors to provide food service and entertainment (like the petting zoo), and we plan on expanding these programs in 2016.

After years of planning we finally built an inspection pit and have more than half of the concrete floor poured inside the



Restoration Shop. Lighting in the building was improved with brighter and more efficient fixtures. We received a grant for the Lehigh Valley caboose and promptly spent the funds sandblasting and priming the body. Our old Ford forklift has been returned to service, and we added the Telehandler to our roster to increase our lifting capacity. Our Jackson ballast tamper suffered a motor failure and has been repaired and placed back in service.

Most encouraging was all the new faces that came out to help this past year. More helpers, more train crews, more machine operators were trained than ever before. Members who doubted our plans initially came out to support our first season of independent operation. Working together, we accomplished great things in 2015, and I'm looking forward to even more progress in 2016. Everyone supports the museum in different ways, from paying membership dues to coming out on Saturdays to drive a spike maul. No matter how you contribute, everyone plays a part in our success. Thank you for your support, and I look forward to working with you again in the coming year.

As always, I would like to hear your reactions and what you think we should focus on. You can contact me by phone (716) 474-2833 or you can send me an email at mdow@rochester.rr.com.

—Mike Dow, President

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MONTHLY PROGRAM

Our monthly meetings are held at the 40&8 Club in downtown Rochester. Located at 933 University Avenue, doors open at 7:00 p.m. and the meeting begins at 7:30 p.m. Our museum bookstore will have the latest titles for purchase, and a cash bar is available.

On **January 21**, **Robert French** will present his railroad photography spanning the last half century from coast to coast. On **February 18**, our membership chair **Sam Rosenberg** will present a slide show based on his trip aboard VIA Rail's *Canadian* in 2012.

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.

MOTIVE POWER DEPT.

Here's the year in review from your museum Motive Power Dept.

RG&E 1941 was thoroughly inspected, lubed, and cleaned for its trip to Lakeville for the LA&L's 50th anniversary celebra-



Lehigh Valley No. 211 marked its triumphant return to regular revenue service at the museum, thanks to our volunteers and a generous donation by Genesee Valley Transportation. JIM OTTO PHOTO

tion in May. The locomotive made the trip to Lakeville and back with no issues. RG&E 1941 was also used in museum service several days this year.

R&GV 1654 received extensive air brake work this year. All of the major air brake components were removed and sent to Multi Service for refurbishment. R&GV 1654 continues to be our most dependable locomotive, and is used often throughout the year.

RG&E 1950 received some fresh "school bus yellow" paint this year. The paint job is nearly complete and will be finished before season opening in 2016. No. 1950 is stored out of service.

EK 6 received some minor paint touch-up this year. More extensive touch-up work is planned for 2016. No. 6 is stored out of service.

USA 1843 was used throughout the operating season without issue.

LV 211 was started for the first time after having one of its water pumps rebuilt by Dave Boswell. After working out a few bugs, this locomotive performed well this year. No. 211 also received eight brand new brake shoes, courtesy of Genesee Valley Transportation. Work was completed to free up a few sticky brake linkages. No. 211 was used several times this season.

Our goals for 2016 include completing repair work to RG&E No. 8. Tasks include reinstalling the hand brake, re-plumbing the air brakes, replacing the motor brushes, and other minor fixes. Once this work is complete, No. 8 will be placed in regular

service, which will allow R&GV No. 1654 some much needed time in the shop. One goal is to complete the motor-axle combo swap that will allow 1654 to have four functioning traction motors once again. We will be putting the inspection pit to good use for some of these tasks!

We're always looking for help, please contact me if you're interested.


—Joe Nugent, Motive Power Supt.

ANNUAL BANQUET MARCH 12

Our Annual Banquet will be held Saturday, March 12, at the River's Edge (31 Paul Road, Rochester, NY). Doors open at 6:30, dinner served at 7:30. Awards and guest speaker (TBA) to follow. Open to the public. Tickets are \$30.00 each, payable to "R&GV Railroad Museum."

—Otto Vondrak, Event Coordinator

MARY HAMILTON DANN (1913-2015)

A lifelong resident of Rochester, and a longtime member of our museum, passed away on November 13, 2015. After earning her masters in journalism from the University of Rochester, work took her around the world. She followed her love of music by playing the organ for several years at the United Methodist Church in Honeoye Falls and directing their choir. Best known to us as the author of *Upstate Odyssey: The Lehigh Valley Railroad in Western New York* in 1997 and *Rochester and Genesee Valley Rails* in 2001, she was also Russian scholar who translated many works to English. 

2015 In Review

January 2015: We acquired our Telehandler forklift from government surplus, which helps us pick things up and put them down. Rails were set over the completed inspection pit. Routine maintenance performed to R&GV 1654.

February and March 2015: Metal repairs continued on the Lehigh Valley caboose, and the sub-floor was repaired. We held our annual Rules Class for train crew members and volunteers.

April 2015: We begin clearing the site for our expanded parking lot project at Industry Depot. Volunteers prepped our ex-New York Central coaches for trips on the Livonia, Avon & Lakeville Railroad. Damaged interior panels were replaced in Coach 2 to prepare it for service. An additional Rules Class was held for those who could not attend the first. Additional site clearing and storage trailer relocation took place for the parking lot project. The Lackawanna baggage car was cleaned out and reorganized to prepare for new displays. Crushed stone was laid in the Upper Yard between Tracks 6 and 7 and between Tracks 7 and 9 to make better walkways for the public.

May 2015: Our coaches were borrowed by the LA&L to operate a private excursion for directors and friends to celebrate their



TOP: Rails have been installed over the inspection pit, the next concrete pour will take place in the spring. Rochester Subway Car 60 and BR&P caboose 280 can be seen at left. January 17, 2015. PHOTO BY JIM ZIOBR

ABOVE: Track Dept. talks with Materials Dept. about a small project to take care of at Industry. April 21, 2015.

LEFT: Two of our passenger cars were borrowed by the Livonia, Avon & Lakeville Railroad to run a private charter for directors, family, and friends of the railroad to celebrate the company's 50th anniversary on May 6, 2015. Passengers disembark at Lakeville.

RIGHT: The first of two sold out excursion trains approaches the end of the line at Lakeville, N.Y., on May 9, 2015. The trips celebrated the 50th anniversary of the Livonia, Avon & Lakeville Railroad.

BELOW: Putting our Telehandler, pickup truck, road grader, and road roller to work building our new parking lot at Industry. The machines are maintained and operated by our volunteers. May 16, 2015.

BOTTOM: Mark Skipworth and Adam Lloyd apply a coat of primer to our Fruit Growers Express wood-body refrigerator car on May 23. As part of the project to open this area to the public, three freight cars in the Upper Yard got a fresh coat of paint to make them more presentable to our visitors.



50th anniversary on May 6, 2015. On May 9, we operated two sold-out public excursions on the LA&L as part of the anniversary celebration. RG&E No. 1941 (which was the first locomotive ever purchased by the LA&L) was moved to LA&L's Lakeville Shops for a special night photo session posed with their big Alcos. On May 13 we hosted a group tour from Brockport's Oliver Middle School. RG&E 45-ton No. 1950 was scrubbed down and prepared for a fresh coat of yellow paint. On May 16, the parking lot site was graded and compacted.

Repairs were made to one of R&GV No. 1654's air compressors. The east side of our FGE wood reefer and our MDT No. 12549 steel reefer got a coat of primer and paint on their east sides. Our Bucyrus-Erie Type 15-B shovel (known as "George's Shovel") was fired up and relocated from the Upper Yard to the parking lot site for permanent display. Our Tuesday Night Track Gang continued the construction of a new display track next to the Sign Garden on May 26.

Dale Hartnett continued working on his project to remove the blue window band stripe from the *Empire State Express* coaches. This paint was applied to the cars by the MTA 40 years ago.

June 2015: The new display track was completed on June 2. On June 5, the Town of Henrietta donated many truckloads of fresh road millings that we used to pave our new parking lot at Industry. Charlie Marks and his team continued work on the New York Central caboose to bring it closer to active service. On June 6, the



LEFT: The Tuesday Night Track Gang finished spiking up the new display panel track. Next step is to add some stone and then place the cars on display! June 2, 2015.

BELOW: Running our Huber-Warco road grader to level out the millings in our new parking lot at Industry Depot. June 6, 2015.

BOTTOM: Conductor Frank Gough rides the rear platform of our Penn Central caboose as our train backs into Industry on our Training Day and "soft open" on June 13.

road millings were graded and compacted. We also held an orientation meeting for volunteers who would be helping as car hosts and tour guides. Two of our out-of-service track cars were scraped and painted to prepare them for display. Our Pennsylvania Railroad hopper car was prepared for new paint. New display panels were primed and painted to support new exhibits inside the Lackawanna baggage car. Concrete pours resumed inside the Restoration Building, forming the slabs that support the tracks on either side of the inspection pit. A cast iron railroad crossing sign was restored and painted to prepare it for installation in the Sign Garden. The new display track was ballasted on June 13. The former VanLeer dump car was placed on the track and received a new coat of black paint. Our Caterpillar D15 was moved to permanent display near the entrance to our new parking lot. We held a "dry run" training day on June 13 so train crews and other volunteers could practice our new operating plan. New logos and lettering were applied to the dump car and two track cars on display.

Opening Day was June 20, 2015. Food truck "Cheesed and Confused" from Geneseo provided food service. Two picnic tables were donated, assembled, and placed near the Restoration Shop. A very successful opening weekend all around.

July 2015: Open to the public for more sell-out crowds for Classic Car Weekend on July 18-19. Additional work took place in the Restoration Shop on July 25, including preparation of a new steel staircase for the inspection pit. Our Pennsylvania Railroad





hopper received more paint. The brake system was cleaned and inspected, and fresh lettering was applied to the sides of NYC caboose No. 19877. Our 10-man track car trailer was loaned to the Catskill Mountain Railroad in Kingston, N.Y.

August 2015: With permission of NYMT, we fetched our New York Central crossing shanty from BOCES Crossing on August 5 and brought it down to Switch 6 to be used as a shelter for the volunteer switch tender on operating days. The track approaching the Restoration Shop was tamped and aligned. A new steel staircase was installed in the inspection pit. Work continued on the third track car trailer, including a successful test run. Concrete floor on the east side of the inspection pit was poured. A new post for our cast iron railroad crossing sign was fabricated, and the sign was installed in the Garden. 2015 marked the return of Diesel Days on August 15 and 16. Three diesels were in operation through out the weekend, including Lehigh Valley RS3m No. 211, U.S. Army H12-44 No. 1843, and RG&E No. 1941. New brake shoes for LV 211 were generously donated by Genesee Valley Transportation. Lettering was applied to the east side of RG&E No. 1950. On August 20, we celebrated the first official train over our new inspection pit on Track 9.

September 2015: A replacement stove was acquired for the New York Central caboose, thank to generous donors. Our annual museum picnic was held on September 13 at Industry Depot. A hands-on training session was held for train crew on September 15.



TOP: John Redden re-applies New York Central lettering to the side of caboose No. 19877, using stencils originally designed by his dad Gene.

ABOVE: Rand Warner and museum president Mike Dow stretch the banner across the newly completed inspection pit as R&GV 1654 breaks through on August 20, 2015.

RIGHT: Fairbanks-Morse H12-44 No. 1843 was one of three diesels in service for Diesel Days on August 15-16.



RG&E/Kodak Appreciation Weekend was held on September 19-20. Another section of concrete floor was poured on September 29, completing the floor along the east wall of the Restoration Building.

October 2015: We hosted record-setting attendance for our Pumpkin Patch Trains on October 3, 4, 17, and 18. Our NYC caboose was placed back in active service for the first time since 2002. We had a petting zoo in attendance to entertain our visitors while waiting for the train. Z Best Hots of Pittsford provided food service on both weekends. Additional safety railing was installed to protect our inspection pit. Thanks to a grant from the Tom E. Daley Foundation, we began sandblasting and priming the exterior of the Lehigh Valley caboose.

November 2015: An additional center section of floor was poured on November 7. Volunteers disassembled our Ford forklift to make repairs. Sandblasting and priming of the LV caboose was completed, interior woodwork reassembly began. Repairs continued on the Ford forklift.

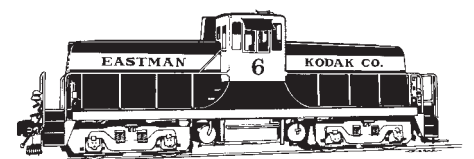
December 2015: Our annual Holiday Open House was held at Industry Depot on December 4 with more than 30 members and friends in attendance. We had a booth at the RIT Tiger Tracks Train Show on December 13-14, where we signed up new members and sold many books. Volunteers cut and moved firewood to the depot for the winter fuel supply. A new stove was installed inside the New York Central caboose. Volunteers completed the primer coat on the exterior of LV caboose No. 95100 by the end of the month. 📸



TOP: Record-setting crowds were lined up the door for both weekends of our October train rides. Every single train was sold out, and we ran an extra section to handle all of the business.

ABOVE: Visitors prepare to board at the Upper Yard for the return trip to Industry.

LEFT: Our Annual Holiday Open House on December 4 was well attended, with more than 30 friends and family joining us for our part at Industry Depot.



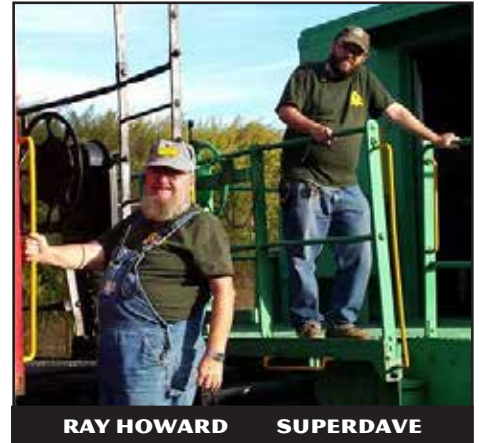
These are just some of the volunteers who contribute to our success!



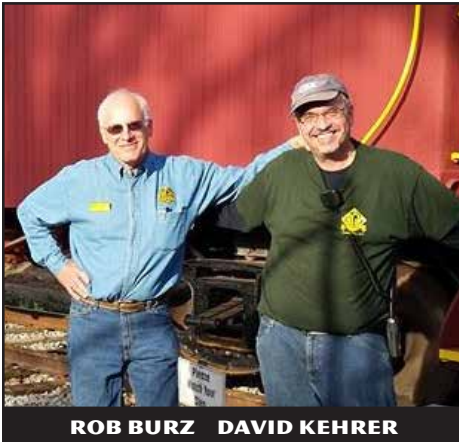
DAVE SHIELDS



JEREMY TUKE



RAY HOWARD SUPERDAVE



ROB BURZ DAVID KEHRER



NICK AND LAURIE OTTO



CHRIS HAUSLER



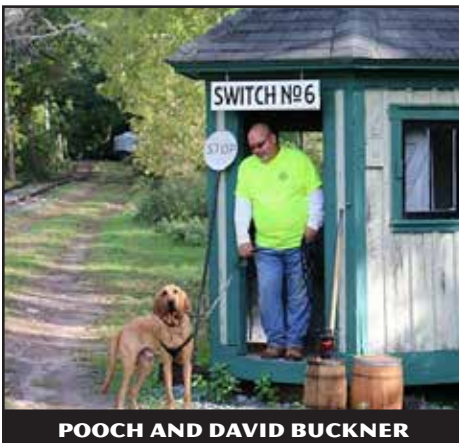
FRANK GOUGH



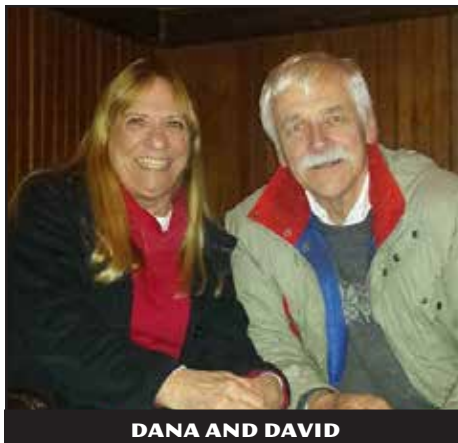
ASHLEE DOW SYERIA DOW



DAVE PEET IRENE SZABO



POOCH AND DAVID BUCKNER



DANA AND DAVID



STEVE HUSE ADAM JOHNSON

YOU CAN JOIN US! Volunteer today and help build the success of New York State's only operating railroading museum!

How Did We Do?

Many of our members and volunteers expressed concern as we moved forward with our new plan of independent operation for the 2015 season. Our plan involved originating all train rides from Industry and opening our Upper Yard for public display. Thanks to hard work and dedication of our volunteers, I am pleased to report we had a very successful season, and we are in a great position to start 2016.

In 2014, income from museum admissions was \$19,078.00. Special events provided additional income, including \$1351.72 from the Halloween Express, and \$6,485.00 from the Santa Train. Total admissions for 2014 was \$26,914.72.

Museum admissions grew significantly in 2015. Total income from museum admissions was \$40,865.00. Sales of our "Cab Pass" (a \$5.00 surcharge to ride with the engineer) generated \$1170.00. Additional income was generated from group tours (\$3,210.00) and birthday parties (\$414.00). Total admissions for 2015 was \$46,659.00.

In our final season of joint operations with NYMT in 2014, we ran a 25 week regular schedule from May 11 through October 26. Combined with special events, we were open for a total of 30 days. If you take our income divided by number of days, you get an average of \$897.15 a day. In 2015, we were open just six weekends, for a total of 12 operating days. Take our combined museum income (admissions and Cab Pass only) divided by number of days and you get \$3502.91 a day. However, income and attendance were much higher in October, when we earned \$27,730.00 in just two weekends.

Total donations nearly doubled in 2015 with \$11,594.71 compared to a total of \$6,351.20 in 2014. Many were motivated to contribute to the cost of our new concrete floor in the Restoration Building, as well as our Lehigh Valley caboose project.

Income from our Railfan Trips was down in 2015, but continue to be quite successful. In 2014 we ran the Fall Foliage Express on the LA&L along with a day trip to the Arcade & Attica to take in \$24,197.59. In

2014 GROSS ADMISSIONS

Museum Admission ¹	\$19078.00
Halloween Express	1351.72
Santa Train/Trolley	3749.00
Group Tours ¹	See Note 1
TOTAL²	\$24179.72

2014 DONATIONS

TOTAL	\$6351.20
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2014 RAILFAN TRIPS

LA&L Fall Foliage	\$20129.59
A&A Day Trip	4068.00
TOTAL³	\$24197.72

2014 ATTENDANCE (PAID ADMISSION)

Adult Tickets	2128
Student (Youth) Tickets	1083
Senior Tickets	614
25-DAY TOTAL⁴	3825
AVG. PER DAY	153

2015 GROSS ADMISSIONS

Museum Admission	\$40865.00
Cab Pass	1170.00
Birthday Parties	414.00
Group Tours	3210.00
TOTAL⁵	\$45659.00

2015 DONATIONS

TOTAL	\$11594.71
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2015 RAILFAN TRIPS

LA&L Excursion	\$17606.60
Utica/Adirondack Scenic	3420.00
TOTAL⁶	\$21026.60

2015 ATTENDANCE (PAID ADMISSION)

Adult Tickets	2846
Youth Tickets	1017
Senior Tickets	609
12-DAY TOTAL	4472
AVG. PER DAY	372

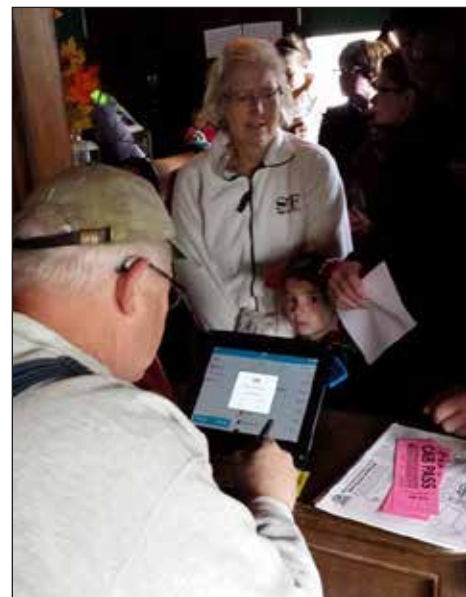
NOTES:

1. Includes monthly share of Group Tour revenue.
2. Net income after Publicity and Visitor Operations expenses is \$1760.00.
3. Net for 2014 Railfan Trips after expenses is \$17710.00.
4. Sundays, including "Trolleys at Twilight," excluding "Halloween Express."
5. Net income after Publicity and Visitor Operations expenses is \$31787.00.
6. Net for 2015 Railfan Trips after expenses is \$14721.00.

2015 we operated sold-out 50th Anniversary excursions on the LA&L and an overnight trip to the Adirondack Scenic that brought in \$21,026.60.

Our expenses varied somewhat, since your museum shouldered the full cost of what used to be shared accounts. Our insurance bill was \$15,703.74, versus \$9,061.43 in 2014. We spent \$4,709.78 on fuels and lubricants, down from \$6,310.06 in 2014. Utilities spending increased from \$5,733.50 in 2014 to \$7,432.78 in 2015, due to higher garbage disposal fees and expenses related to our water well.

While we have not detailed every single source of income and expense, we think the data shows that our new business model is viable and has potential for steady growth through the years. Thanks to careful project management and an adjusted operating schedule, your museum has kept spending under control while modestly increasing museum attendance and revenue. We look forward to continued growth in 2016. 📍



Our new electronic point of sale (POS) system is based on PayPal Here, and allows us to accept cash or credit at a fraction of the cost of traditional credit card merchant accounts.

Your support matters!

POUR THE FLOOR - CONCRETE FLOOR CAMPAIGN



After years of planning, we began pouring the concrete floor inside the Restoration Building at the end of 2010. The first section was poured at the south end of the shop in the center section, giving our volun-

teers a hard, flat surface to work on small projects.

The most important and also most complex portion of the concrete floor project was the design and installation of our inspection pit. Based on a design used by several other railroads and museums, construction began in March 2014 with the removal of

a portion of Track 9 running through the Restoration Shop. The inspection pit was dug out later that summer. The pit walls and jacking pads were completed by the end of August 2014. Slabs to support the rails leading to the pit were poured in June 2015. Rails were reconnected and we celebrated our first train over the new inspection pit in August 2015.

Floor slabs along the entire East Wall were completed by the end of September 2015. Two pours added slabs to the center section between Track 7 and 9 in November 2015. One pour remains to complete the center, and one pour to fill between the rails on Track 9. Currently, more than two-thirds of our shop enjoys the benefit of a concrete floor, leaving only the section along the West Wall. This project is quickly approaching the finish line!

Our goal is to raise \$6000.00 to complete the center section and fill between the rails this spring. A donation in any amount will help us complete the Restoration Shop floor!

LEHIGH VALLEY CABOOSE EXTERIOR PAINT



Built for the Lehigh Valley Railroad in February 1941, LV No. 95100 was one of 105 "Northeastern" style steel-bodied cabooses built by the railroad between 1937-46. This car is a significant addition to our collec-

tion, as the LV served the city of Rochester with a branch line that terminated at Court Street (now home to well-known Dinosaur BBQ restaurant). We rescued No. 951000 from a scrap yard in October 2011, thanks to generous private donations. It is our goal to restore this car to its mid-1970s appearance, to pair with our

preserved Lehigh Valley RS-3m No. 211. The car will be restored entirely through volunteer labor, depending on outside donations to complete the work.

The caboose body was stabilized in 2012 and 2013, with the wooden interior disassembled so that welding and other repairs could be made without the threat of fire. Surfaces were needle scaled to remove rust and layers of paint buildup. By the summer of 2014, repairs to the steel body along the sill were completed, and new pieces have been riveted in place. Exterior metal repairs were completed in the summer of 2015. Sandblasting and other surface prep began in October and was completed in December thanks to a generous grant from the Tom E. Dailey Foundation.

Our goal is to raise \$5000.00 to complete the exterior paint and lettering of the caboose this summer. A donation in any amount will help us restore the caboose to its late-1970s appearance and return it to operation on our museum railroad.

ROCHESTER SUBWAY CAR 60 ROOF PROJECT



Rochester Subway Car 60 is part of a fleet built by the Cincinnati Car Co. for New York State Railways in 1916. The unique design was an early attempt to create a lightweight car that would cost less to

operate and offer faster service. The cars were first assigned to the Utica Railways division until that system shut down in 1936. The cars were transferred to the Rochester Railways division in

1937 to upgrade the Subway fleet. Rochester Transit Corp. took over the Subway operation in 1938. When passenger service on the Subway ended on June 30, 1956, the entire fleet was scrapped, except for Car 60, which was donated to the Rochester Chapter of the National Railway Historical Society. After being loaned out to the Rail City Museum and the New York State Museum, the historic trolley car was returned to the Rochester & Genesee Valley Railroad Museum in 1998, where it awaits its triumphant return to the rails. 2016 marks the 100th birthday of Car 60, and the 60th anniversary of the shutdown of the Rochester Subway.

Our goal is to raise \$4000 to replace the steel roof to stabilize the body of Car 60. A donation in any amount will help complete the fabrication work, and encourage the cosmetic restoration of this historically significant piece of Rochester history.

Visit us online at www.rgvrrm.org/support or mail a check payable to "R&GV RAILROAD MUSEUM" to P.O. Box 23326, Rochester, NY 14692-3326. The Rochester & Genesee Valley Railroad Museum is a registered 501c3 non-profit charitable organization. Thank you for your support!



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FIFTY YEARS OF HERITAGE: Our RG&E No. 1941 was the first locomotive purchased by the Livonia, Avon & Lakeville, but it was too small for their needs. Fifty years later, No. 1941 was posed with LA&L caboose No. 2603 (with Steve Huse posing as brakeman) and Alco C-425 No. 428 at Lakeville Shop on May 9, 2015. PHOTO BY CONNOR SHORT, LIGHTING BY STEVE BARRY