

NEXT MEETING:
November 17
Museum Elections and
Florence Wright presents
Railroad Postage Stamps



PUMPKIN JUNCTION: Two Girl Scout troops visited our Pumpkin Patch on October 29. Several large groups came to visit us, including seniors groups, school groups, and more, contributing to consecutive sold-out weekends and our highest attendance ever.

Election Special

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Just as we go to the polls in our communities in the month of November, our museum will be holding its annual elections at this month's membership meeting. **You'll find your official ballot on Page 5. Detach it from this newsletter, cast your vote, and mail it in before November 14.** Or, you can bring your ballot in person to the monthly meeting on November 17. We have a full slate of candidates for a variety of positions, so please take the time to cast your vote.

I'd also like to remind you that your Board of Trustees is here to serve you. As president, my contact information is published in every issue. If you have a matter that you would like addressed by the board, please me so I can add your item to the agenda. Your Board of Trustees are also members at large, active in the growth and

development of your museum. If you're not comfortable talking to me, please reach out to one of them.

We are winding down our second successful independent operating season. Both attendance and revenue are well above last year's totals. Thank you to everyone who made this season a success, we look forward to increased growth next year with your help.

We have fun activities planned for this winter. Keep an eye on our web site and Facebook pages for announcements! Do you have ideas for next year? I want to hear from you! Would you like to help out but you're not sure where to start? Please contact me at (716) 474-2833 or mdow@rochester.rr.com.

—Mike Dow,
Museum President



www.rgvrrm.org

MUSEUM OFFICERS

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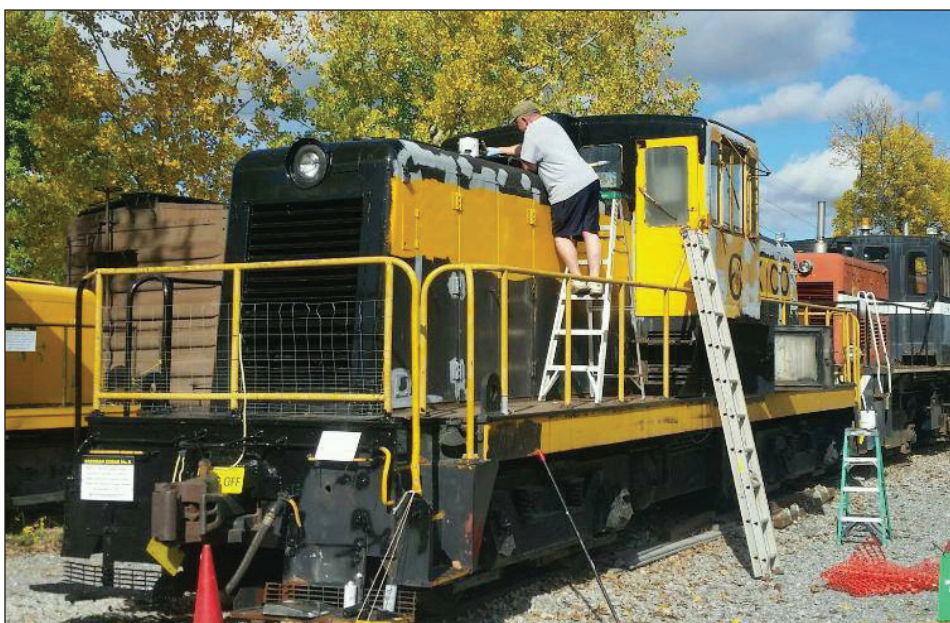
PRINTING AND MAILING

Dave Peet

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ABOVE: Volunteers Mike Guglielmo and Adam Lloyd dig out the cribs around the ties at Switch 6 to prepare for more fresh ballast. Sixteen switch timbers were replaced earlier this year to strengthen this critical switch on our museum railroad. **RIGHT:** Thank you to David Monte Verde and Genesee Valley Transportation for donating surplus spikes to our track extension project! Thanks to museum manager Mark Wilczek who made the trip to Batavia to pick up and sort through the materials and deliver them to Industry. **BELOW:** Volunteer David Buckner and his cousin Allen Buckner are working on applying a fresh coat of black paint to Eastman Kodak No. 6. This locomotive was the first diesel purchased by Kodak in 1946 to work at Kodak Park. It was retired and donated to our museum in 1981. After many years of reliable service, it has been retired and will be made into a static display. Fresh black and yellow paint will help improve the appearance of this piece until a more thorough cosmetic restoration can be completed.



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MONTHLY PROGRAM

SPECIAL NOTICE: We will return to the 40&8 Club on November 17, where member **Florence Wright** will present a program on her collection of railroad postage stamps. If you have a program to present, please contact me. Thank you!

—Adam Lloyd, Program Chair

2017 DUES INCREASE APPROVED

At the October meeting, all members in attendance unanimously voted in favor of a modest increase in museum dues to help our organization keep pace with rising costs. Starting in 2017, individual memberships increase from \$25.00 to \$30.00, and family memberships (which extend to all members of your immediate household) increase from \$35.00 to \$50.00. This represents the first change in dues since 2011.

ARMY FLATCAR CONVERSION PROJECT

Thank you to members Cal and Rose Bulman who made a \$500 donation towards the completion of the roof and sides of our new open-air flatcar. This donation was immediately matched by member David Monte Verde, bringing in \$1,000 for our



Our October meeting was held downtown at the Hyatt Regency while the 40&8 Club is being renovated. David Monte Verde presented "Pushers over Dansville Hill" documenting the Lackawanna operations between Mt. Morris, Dansville, and Groveland.

"Raise the Roof" campaign. Can you help us reach our goal of \$3,000? Any contribution over \$200 will be matched, so please consider supporting this important project today!

Project manager Rob Burz has made great progress with the new hand brake installation. Once the hardware is installed, the last of the deck will be completed. Lumber has been ordered to construct the sides, which will also support the roof.

When completed, this car will not only give us increased seating capacity, but more flexibility with our train operations as we look to expand and grow our museum operating schedule.

RECORD ATTENDANCE FOR PUMPKIN PATCH TRAINS

This year your museum ran three alternating weekends of Pumpkin Patch Train Rides throughout the month of October. The first two weekends were completely sold-out events, with attendance falling off slightly on the last weekend due to unseasonably cold, damp weather.

Visitors enjoyed our expanded pumpkin patch alongside Track 6, which also afforded a view of trains climbing the Hill Block.

New this year was generous support from Wegmans supermarkets, making a donation for the cost of the complimentary apple cider we handed out to visitors during the last two weeks.

In total, we gave away more than 2,900 pumpkins, 119 gallons of apple cider, and hosted more than 3,485 visitors over the three weekends in October. More than half of our annual museum attendance comes from the fall foliage season.

Dozens of volunteers made this success possible, from cashiers in the ticket office, to volunteers serving cider and monitoring the pumpkin patch, to our train crews and car hosts, and many more.

LAST DAY FOR LAKE PLACID

Adirondack Scenic Railroad operated their last passenger trains between Lake Placid and Saranac Lake on October 30. This segment is part of the 34 miles of the northern end of the old New York Central Adirondack Division that New York State has chosen to scrap in favor of a controversial recreational trail estimated to cost \$8 million to construct. Part of the deal also involves a \$15 million commitment to rehab the tracks between Remsen and Tupper Lake for continued passenger excursions.

Adirondack Scenic's lease of the state-owned corridor ends November 30, and the New York State Department of Environmental Conservation was anxious to begin removing the tracks the day after the lease ended. The date for track removal has now been pushed forward to Spring 2017. At the same time, the Department of Transportation has discovered several

Pumpkin Patch Trains

RIGHT: Volunteer Dave Shields donned his New York Central conductor's uniform to help board pumpkin patch visitors at Industry Depot on October 29. Trains departed every half hour and ran on a shuttle schedule between Industry and the Upper Yard. **BELOW:** Visitors to the pumpkin patch enjoyed watching trains climb the Hill Block. Visitors wave to conductor Dave Kehrer on the rear of the Penn Central caboose on October 29. Look for big changes to come to this area in 2017 as we expand the public use of this overlook. **BELOW RIGHT:** This family enjoyed their visit to the expanded pumpkin patch alongside track 6 in the Upper Yard. **BOTTOM RIGHT:** Museum president Mike Dow stepped in to serve hot cider to visitors inside our Restoration Shop on October 30. Thanks to Wegmans Supermarkets for donating the cost of apple cider for the last two weekends!



parcels of land along the route are not part of the railroad corridor. Furthermore, the Adirondack Railroad Preservation Society, operators of Adirondack Scenic, has a hearing scheduled for November challenging the decision of the state to remove tracks. Meanwhile, the DEC is holding secret planning meetings to determine the design of the new trail.

The railroad was purchased by New York State from the estate of Penn Central in 1979 and was rehabbed to provide service to the 1980 Winter Olympics taking place in Lake Placid. The operation came to an end in 1982, but was revived by volunteers in 1992. Adirondack Scenic has been the operator since 1994.

WWW.RGVRRM.ORG
FACEBOOK.COM/RGVRRM





OFFICIAL 2016 BALLOT



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

In accordance with Articles III and IV of the RGVRM By-Laws, the Elections Committee has nominated candidates for election to fill the expiring terms. The names of those selected by the committee are listed below. Vote for candidates by placing an "X" in the appropriate box [].

President (Vote for ONE candidate)

[] Mike Dow [] Write-In: _____

Vice President (Vote for ONE candidate)

[] Dave Buckner [] Write-In: _____

Treasurer (Vote for ONE candidate)

[] Dave Coon [] Write-In: _____

Recording Secretary (Vote for ONE candidate)

[] Otto Vondrak [] Write-In: _____

Corresponding Secretary (Vote for ONE candidate)

[] Joel Shaw
[] Dave Kaiser
[] Write-In: _____

Trustee - Three-Year Term (Vote for TWO candidates)

[] Jim Johnson
[] Joe Nugent
[] Dave Shields
[] Write-In: _____
[] Write-In: _____

Trustee - One-Year Remainder Term (Vote for ONE candidate)

[] Dave Kaiser [] _____

Elections will take place at the November 17, 2016 membership meeting
located at 900 University Avenue, Rochester, N.Y.

Please bring your ballot with you, or mail your ballot to:

RGVRM Ballot, P.O. Box 23326, Rochester, NY 14692
MAIL YOUR BALLOT BY NOVEMBER 14
TO MAKE SURE IT ARRIVES IN TIME TO BE COUNTED!

RGVRRM BALLOT
P.O. BOX 23326
ROCHESTER, NY 14692

PLEASE
PLACE
POSTAGE
HERE



See other side for official 2016 ballot. Please bring your completed ballot to the November 17 meeting or mail your ballot by November 14 to make sure your vote is counted!

Popular Postwar Excursions for Rochester Chapter

By Brian DeVries

I was able to borrow the records and correspondence of the Buffalo, Rochester, and Syracuse chapters of the NRHS regarding coordinated railfan trips in the postwar years. It was enlightening to see how the three chapters came up with various tours and supported each others efforts. Several of the trips that they sponsored involved the Batlimore & Ohio (former Buffalo Rochester & Pittsburgh) lines and the Erie lines south of Salamanca, N.Y.. Regarding the latter, there were four that went to the Kinzua Viaduct in Pennsylvania. The last trip under steam was run on October 9, 1949, and featured Erie class N2 Mikado No. 3214.

There was considerable discussion in late 1952 and early 1953 about running an excursion on the B&O while it was still being powered by steam. Diesels had taken over most of the road freights in October 1950 and various yards were seeing diesel switchers arrive in 1953, so change was definitely in the wind. The hope was that the outing could also include a stop at the Erie's Kinzua Viaduct. The trip finally, came together with the strong backing of the Kodak Camera Club of Rochester and took place on August 2, 1953, only 27 days before all B&O passenger service from Rochester ended. The day-long excursion departed from the B&O's station off Main



This still frame from "The Vanishing American" shows a B&O passenger train departing from Rochester in 1953. The B&O passenger trains remained steam powered until the end. The station is now home to Nick Tahou Hots, the buildings at right are Morse Lumber Co.

Street in Rochester (today home to Nick Tahou Hots) and continued beyond East Salamanca, N.Y., all the way to Mt. Jewett, Pa. At Mt. Jewett, the B&O steamer cut away (probably to be turned on the wye at Freeman before returning light to E. Salamanca) and the Erie coupled on one of their locomotives (possibly No. 3214). The Erie engine, quite likely, had run light from Salamanca on its own track and was, probably, turned on the wye at Freeman before the B&O excursion arrived. The excursion train continued to Kinzua Viaduct, and then ran to the Erie's Salamanca yard. At that juncture, a B&O

yard engine tied onto the rear of the consist, pulling it over via the transfer track, and brought it to the B&O's E. Salamanca yard. The B&O Pacific, probably the redoubtable No. 5187 (ex-BR&P 611), was coupled on for the return trip to Rochester. Part of this journey was chronicled in the color film *The Vanishing American*. The original print is owned by the Rochester & Genesee Valley Railroad Museum (successor to the original Rochester Chapter NRHS), and DVD copies are available for sale.

Part 2 Continues Next Issue

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

Help us complete our open-air passenger car for 2017!

PHASE TWO

We are raising \$3,000 to complete the sides and roof of our new open-air rider car. Any donation over \$200 will be matched. Can you please help? Donate today!

You have helped us raise \$1,000 since last month!



Donate today: www.rgvrrm.org/support

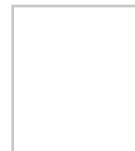


THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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Find us on Facebook! [facebook.com/rgvrrm](https://www.facebook.com/rgvrrm)



Our train climbs the Hill Block, while visitors enjoy the displays and petting zoo at Industry Depot on October 15, 2016. CHRIS PLAYFORD PHOTO