

# THE SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 60 No. 2  
DECEMBER 2016

**NEXT MEETING:**  
**January 19**  
**Museum Meeting**  
**at 40&8 Club**



On November 27, 2016, Livonia, Avon & Lakeville Alco RS-1 No. 20 was delivered to the museum, assisted up the Hill Block by R&GV No. 54 and RG&E No. 1941. The historic diesel will make its new home at the museum, where it will join our operating fleet of locomotives. ADAM LLOYD PHOTO

# Welcome LA&L 20

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Christmas came early for your museum! I am very excited to share with you that the Livonia, Avon & Lakeville Railroad has permanently donated their Alco RS-1 No. 20 to R&GVRRM! Built in 1949 and purchased by LA&L in 1972, this was the first Alco acquired by the growing shortline. We are honored to be chosen as a home for this historically significant diesel, and we look forward to making No. 20 part of our operating museum fleet.

I would like to thank our members for voting me into my final term as museum president. I have worked hard with our Board of Trustees to build upon our past successes and grow for the future.

We have enjoyed a period of substantial growth over the last two years. The museum had more than 5,700 visitors this year, an increase of nearly 1,000 over last

year. Your board is already making plans to prepare for an even more successful 2017 season.

Your contributions help us preserve Rochester's rich railroading heritage for future generations to enjoy and learn from. Whether you come out to volunteer, support projects with donations, send in your membership dues, or help out in some other way, you make a difference.

**We are making plans for the future.** What do you want to see at your museum in years to come? What ideas could we develop better? How can we grow? I want to hear from you... Please contact me at (716) 474-2833 or [mdow@rochester.rr.com](mailto:mdow@rochester.rr.com).

On behalf of all of us, Happy New Year!

—Mike Dow,  
Museum President



www.rgvrrm.org

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# 2016 Santa Trains



## All Aboard for the North Pole!

Your museum operated sold-out Santa Trains on December 3 and 17, thanks to many volunteers who worked the event and behind the scenes to create some holiday magic. Five trains were operated each day every hour from 3:00 to 7:00 p.m. ABOVE: Excited visitors from Rochester meet with Santa Claus at the North Pole! LEFT: Santa has a word with Conductor Dave Shields. Perhaps he is asking for a train to put under the train this Christmas? BELOW: Everyone gets their picture with Santa Claus before leaving the North Pole! Isn't it interesting how the North Pole looks a lot like our Rochester, Lockport & Buffalo waiting room placed at Midway? Also, did anyone see Ray Howard around?

PHOTOS BY OTTO VONDRAK





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**MONTHLY PROGRAM**

On **December 12**, museum member **Otto Vondrak** presented his slide show titled "Alco Shortlines" featuring our favorite form of diesel motive power from a variety of contemporary railroads including the Livonia, Avon & Lakeville; Batten Kill Railroad; Catskill Mountain Railroad; Genesee Valley Transportation; Green Mountain Railway; and others.

Please join us for our **January 19** Meeting at the 40 & 8 Club, 900 University Ave., Rochester, at 7:30 p.m. I am looking for programs for our **January 19** and **February 16** meetings. If you have a program to present, please contact me. Thank you!

—Adam Lloyd, Program Chair

**ELECTION RESULTS**

Here are the results of your 2016 museum election. President: **Mike Dow**; Vice President: **Dave Buckner**; Treasurer: **Dave Coon**; Recording Secretary: **Otto Vondrak**; Corresponding Secretary: **Joel Shaw**; Trustees (Three Year Term): **Joe Nugent, Dave Shields**; Trustee (One Year Remainder): **Dave Kaiser**. Congratulations to the newly elected!

—Mark Wilczek, Elections Committee



New volunteer Perry Bertsch and museum president Mike Dow weld a new back panel onto an old General Railway Signal cabinet to prepare it for installation along our museum railroad on November 19, 2016. Several projects were completed that will help with infrastructure improvement projects this spring. To get involved with signals and communications, contact Mike Dow.

**WELCOME LA&L 20 TO OUR MUSEUM FLEET**

Livonia, Avon & Lakeville No. 20 was the first Alco diesel acquired by the local shortline railroad in 1972, originally built in 1949 for the Lake Erie, Franklin & Clarion in western Pennsylvania. The LA&L management liked the basic black paint scheme and adopted it as their own, a tradition that has been applied to every Alco acquired since then.

The LEF&C ordered two RS-1 diesels from Alco in 1949, becoming No. 20 and No. 21. In its later days, the Lake Erie, Franklin & Clarion was a fifteen mile shortline that connected Clarion with a Conrail connection in Summerville, Pa. By the 1970s, the LEF&C had upgraded their fleet with EMD switchers, making Alco RS-1 No. 20 surplus.

The Livonia, Avon & Lakeville began service on eight miles of former Erie Lackawanna track in 1965 with a steam engine and a 44-ton diesel to handle all trains. As freight traffic grew, the LA&L was looking for something to replace the switcher and spare the steam engine for passenger duty. No. 20 was acquired from the LEF&C in 1972, and became the LA&L's first Alco diesel.

After serving faithfully for many years, No. 20 was relegated to work trains and occasional yard duty in Lakeville by the 1990s. In need of minor repairs, the engine was drained and stored in 2008. On

November 28, 2016, the LA&L delivered No. 20 to the R&GV at Industry as a donation so our volunteers can restore and operate this historic diesel on our museum grounds. We enjoy a strong relationship with the LA&L, and we would like to thank everyone who made this donation possible.

—Otto Vondrak

**TRACK 6 EXTENSION COMPLETE**

Thanks to the hard work of many museum volunteers, the 225-foot extension of Track 6 was completed on November 5, 2016, under the direction of Mike Guglielmo and Adam Lloyd. The project began in September when the fill behind the shop was graded and crushed stone laid. Ties were laid out on September 24, and rail segments were staged the following day. Once the busy Fall Foliage season had concluded, volunteers assembled to bolt and spike the rails in place on November 5. Thanks to Dave Buckner, Mike Dow, John Guglielmo, Adam Johnson, Dave Kehrer, Duncan Richards, Rand Warner, Otto Vondrak, and many others.

On November 12, volunteer train crews turned out to rearrange our collection of equipment. Adam Lloyd's Conrail caboose was relocated from Track 5 to the end of Track 6. Our NYC 50' flat car, Lackawanna m.u. car, and PRR Pullman *Pine Falls* were retrieved from the end of track at Midway and placed on Track 6 as well. Several crews worked together safely and simultaneously





## WELCOME LAL 20

**SPECIAL DELIVERY!** Thanks to the Livonia, Avon & Lakeville Railroad for arranging donation of RS-1 No. 20, the first Alco diesel purchased by the railroad in 1972. The Livonia, Avon & Lakeville road crew delivered Alco RS-1 No. 20 to our museum on November 28, 2016, sandwiched between No. 428 and No. 425. **ABOVE:** Once the LAL crews were in the clear, our RG&E No. 1941 coupled on to pull No. 20 onto museum property. The 1941 was the LA&L's first diesel locomotive purchased in 1964, but sold off to RG&E before ever turning a wheel in revenue service. R&GV No. 54 waited in the Hill Block to pull No. 20 to the upper yard. **DUNCAN RICHARDS** **RIGHT:** LA&L 425 is in the clear as RG&E 1941 leads No. 20 to its new home at the Rochester & Genesee Valley Railroad Museum. **ADAM LLOYD** **BELOW RIGHT:** R&GV No. 54 shoves LA&L No. 20 down Track 9 for winter storage inside the Restoration Shop. **RICK BOHN/FAIRPORT TRAIN WATCHER**



using three locomotives and moving nearly every piece of equipment on the property once throughout the day.

One of our next capacity projects for 2017 will be the extension of Track 7 or 9 behind the Restoration Shop. Stay tuned for further updates.

### SOLD-OUT SANTA TRAINS

Your museum brought back its popular Santa Trains for two days in December, running from Industry to the North Pole and return. The trains on December 3 were operated at the request of the Village of Scottsville to coincide with their annual "Parade of Lights" holiday festival, while the December 17 trains were on our own.







**ABOVE:** On November 5, 2016, volunteers Dave Buckner, Duncan Richards, and Mike Guglielmo spiked down rail that had been laid out at the end of September. Once we wrapped up our busy Fall Foliage season, our efforts focused on completing the Track 6 extension. **ABOVE RIGHT:** Museum president Mike Dow and volunteer Adam Lloyd set spikes on the Track 6 extension. By the end of the day, both groups of volunteers had completed spiking the entire 225-foot extension. **RIGHT:** The following weekend, several volunteers spent the day reorganizing our collection through a series of switching moves that resulted in the Track 6 extension being filled. Our next major project will be an extension of Track 7 or 9 in 2017.



Trains were operated every hour from 3:00 to 7:00 p.m., with R&GV No. 54 hauling our New York Central and Erie cabooses. Traditional kerosene lanterns provided illumination after dark. Volunteers led by Heather Dow strung lights and hung decorations to light the path from the train's stopping point to the North Pole. Visitors waiting for their train at Industry Depot enjoyed hot chocolate and treats served by Chris Hausler, Dave Peet, and John Guglielmo. Thanks to Dave Shields for arranging with C.P. Ward to loan us a light tower for the parking lot.

Thank you to all of the volunteers who worked the event and the technicians who worked behind the scenes to make this event successful. We look forward to expanding our holiday operations in 2017!

—Otto Vondrak, Event Coordinator

**REVISED PROJECT POLICY**

Your Board of Trustees has recently adopted a new policy on how Museum

projects can be approved. This policy is intended to help speed up and ease the process of approving new projects. There are three levels, based on the scope of project. You can find the full project policy published on **page 7**.

I would like to see all activities, no matter how small, be run by the appropriate Department Manager first. This is not an attempt to micro-manage, but to help reduce wasted efforts and redundancies. It is intended to promote more communication between volunteers and Department leaders to make things more efficient.

Occasionally there are things done around the Museum that impact others in unexpected ways, such as leaving materials in a place where they will need to be moved again or performing service to something

that just recently had that same service performed, or “storing something in a safe spot”, but know one else will know where that is. We have been working this year on trying to better organize and publicize department structures and policies. These documents are posted on the bulletin board by the sign in desk in the south waiting room of Industry Depot. You may also contact me for a copy as well.

This is still a work in progress and I welcome any feedback, questions, concerns or suggestions on the department structure and spending project policies we have put together. Please do not hesitate to contact me on these, or any other matters.

—Mark Wilczek, Museum Mgr.

**WWW.RGVRRM.ORG**

# Popular Postwar Excursions: Part 2

*Brian DeVries has been researching railfan trips organized by the Rochester and Buffalo NRHS chapters in years past. Part 1 appeared in the Oct.-Nov. 2016 edition of The Semaphore. — Ed.*

Another interesting railfan outing happened in late May 1954. At that point the dreaded diesels had taken over on the Pittsburgh & Shawmut. A motorcade was organized for NRHS members departing of Buffalo and Rochester. They departed early in the morning of May 29, and converged on Bradford, Pa. As a group convoy, they followed U.S. 219 south from there to Brockway and motored on to Brookville on the P&S. At Brookville, half of them left their cars and car-pooled with the other half back to Brockway. Having returned to Brockway, the delegation boarded B&O train No. 251 (which became train 518 at Butler Jct.) and travelled to an overnight stop in Pittsburgh.

On the morning of May 30, they rode behind Pennsylvania Railroad E-units Freeport, Pa., where their coaches were cut away and a quartet of shiny new Pittsburgh & Shawmut SW9 switchers took the train from Freeport to Brookville.

After a tour of the Brookville shops (with some idle steamers still on the property), our railfan group took the autos staged there the previous afternoon, and motored their way to the remainder of the autos left in Brockway before the previous day's train ride. From Brockway, they traveled back toward their homes in Buffalo and Rochester. In that two-day span, they rode three trains, covering about 300 miles by rail and another 300 over the highways.

There were, also, three Annual Winter Fantrips to Johnsonburg. These trips were coordinated between the Buffalo Chapter NRHS and the BR&P-B&S Booster's Club and involved chartering an extra coach on the rear of westbound Train 251 at Buffalo. The car was cut away in front of the Johnsonburg station and then attached by a yard engine to the rear of the arriving eastbound train, about an hour later, for the group's return trip to Buffalo. The first of these trips was run on Sunday, February 8, 1953. I have a photo of the car coupled to the yard power of the day (ex-B&S E-60 Consolidation No. 3121) at Clarion Jct. as

well as a photo of the ex-B&S bobber caboose (No. C1775) taken as the train passed through Bradford. The C1775 was sent to the fledgling Baltimore & Ohio Museum in Baltimore, later that year as one of its first exhibits. The motive power encountered that day on Train 251 (Buffalo-Johnsonburg) was P-6A 4-6-2 No. 5243; Train 851 (Rochester-E. Salamanca) had P-6A 4-6-2 No. 5230; The yard engine at Clarion Jct. was E-60 2-8-8-0 No. 3121; Train 254 (Johnsonburg-Buffalo) had P-6A 4-6-2 No. 5236.

Another Annual Winter Fantrip took place on February 14, 1954, and I have a photo of the group's chartered coach coupled to B&O's only EMD SW switcher No. 199 (built 1936) at the Johnsonburg station. That day's motive power on Train 251 (Buffalo-Johnsonburg) P-6A 4-6-2 No. 5236; Yard engine at Clarion Jct. was SW No. 199; Train 252 (Johnsonburg-Buffalo) P-5A 4-6-2 No. 5221.



B&O 199 was at the Glenwood shops in Pittsburgh, being re-powered with an 800 hp power plant (later renumbered 8422), when a third Winter Fantrip was run on Sunday, February 13, 1955.

The B&O hosted one last excursion for the Buffalo and Rochester chapters just before Buffalo Division passenger service ended in October 1955. For that trip, the Rochester Chapter contingent riding behind Alco FA2's 813, 811A met the Buffalo Chapter members riding behind P-6A Pacific No. 5243 at E. Salamanca. The combined train travelled to Mt. Jewett, Pa., where the Pacific was cut away since it was a useful helper up the grades to Mt. Jewett, but unsuitable for the infrastructure of the Northern Sub-division. The FA2's took the train to Marienville, performing a run-

around move for the return trip to E. Salamanca. From E. Salamanca the train was, again, split into steam and diesel for return trips to Rochester and Buffalo.

There were subsequent Erie Railroad diesel trips coordinated out of Buffalo and Rochester and meeting at Salamanca, each with fourteen coaches split with a baggage car in the middle where a concession was located. The first was on Sunday, October 13, 1957 (with the Erie filing for abandonment of their track from Lewis Run to Mt. Jewett) and involved GP7 No. 1224 leading (short hood forward) with RS3's 925 and 933 (back-to-back) trailing. The final excursion was run on June 21, 1959, just before officially taking the track out of service. This trip had a pair of GP7's with an RS3 in the middle.

Other excursions were commissioned on the B&O Buffalo Division, arriving from the west end. The last one behind steam was sponsored by the Akron Chapter NRHS and originated in Canton, Ohio, on June 12, 1955. That train employed a P-7 class Pacific from Canton to New Castle, a P-6A Pacific from there to Butler and double-headed E-60's 3112 and 3138 from Butler to Foxburg. The E-60's were turned, one at a time, on the air-driven turntable at Foxburg before the first leg of the return trip. By that time, the Northern Sub-division freight trains had been fully dieselized with an EMD SW900 and five Alco S4 switchers.

A diesel-powered excursion was run between Pittsburgh and Kane, Pa., on September 26, 1955, powered by FA2's 813A (running as 814) & 817. That train employed a group of four passenger cars, and an O-27M drop-end gondola (fresh out of the Pullman-Standard shops in Butler after an upgrade) on the back which saw service as an open-air car. The trip from Foxburg to Kane included negotiating the switchbacks above Foxburg.

A second diesel excursion on the B&O Northern Sub-division, run from Pittsburgh to North Clarion Junction, was run on May 30, 1957. That train had a similar consist but the FA2's were the newly-renumbered 4016 and 4034 (former 817 and 835, respectively).

—Brian DeVries



# 2017 R&GV Priority Projects

The following projects have been approved by the Board of Trustees, effective December 1, 2016. These projects are considered essential to the growth and success of our museum and will require several volunteers to complete. To get involved, please contact Museum Manager Mark Wilczek.

- 1. Complete Repairs to RG&E No. 8:** Complete rebuilding of air brake system, replace motor brushes, and perform routine maintenance to return our GE 110-ton switcher to regular service on our museum railroad.
- 2. Complete Lehigh Valley Caboose Restoration:** Complete interior repairs and reassembly, complete exterior painting, re-install window glazing and safety appliances, and prepare for regular service on our museum railroad.
- 3. Complete Army Flatcar Conversion:** Complete installation of new hand brake, construct sides and roof, install benches, complete painting and finishing, and prepare car for service on our museum railroad for the 2017 season.
- 4. Convert EK 6 into a Walk-Through Display:** Clean and repaint the interior, design signage, build and install steps, and create a walk-through exhibit so visitors can tour the cab.
- 5. Empire State Express Coach Enhancements:** Perform repairs and enhancements to our ESE coaches, including repairing roof and window leaks, repainting interiors, and applying exterior "New York Central" lettering.

## Revised Museum Project Policy

*Approved by Board of Trustees  
December 1, 2016*

The following policies are for approving all projects at the Rochester & Genesee Valley Railroad Museum. All projects will follow the Revised Spending Policy already in place.

1. Projects up to 40 man hours will need the approval of the appropriate Department Manager.
2. Projects over 40 man hours and less than 100 man hours will need the approval of the appropriate Department Manager and the Museum Manager.
3. Projects over 100 man hours and less than 300 man hours will need the approval of the appropriate Department Manager and the Museum Manager and Vice President.
4. Projects over 300 man hours will need Board Approval.

**All projects over 40 man hours** require a written proposal outlining the following:

1. Scope of the project
2. Who is in charge of the project.
3. Names of volunteers who may be helping on the project, or what type of volunteer skills are required.
4. Estimated man hours for completion.
5. Estimated cost of completion.
6. Estimated start date.
7. Estimated completion date.
8. Museum resources needed for the project (tools, shop space, fuel, etc.).

These policies have been put in place to help speed up the approval process and remove the burden of small project approval from the Board of Trustees. If you have questions about these policies, or you are not sure how to begin a new project, please contact me by phone at (585) 721-1377 or by email at [mwilczek72@gmail.com](mailto:mwilczek72@gmail.com).

*—Mark Wilczek, Museum Mgr.*



ARTWORK COURTESY ATLAS MODEL RAILROAD CO.

# HAPPY NEW YEAR FROM RGVRRM!



**THE SEMAPHORE**  
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The final Santa Train of 2016 arrives at Industry Depot on December 17, 2016. See page 4 for details. PHOTO BY JOHN GUGLIELMO