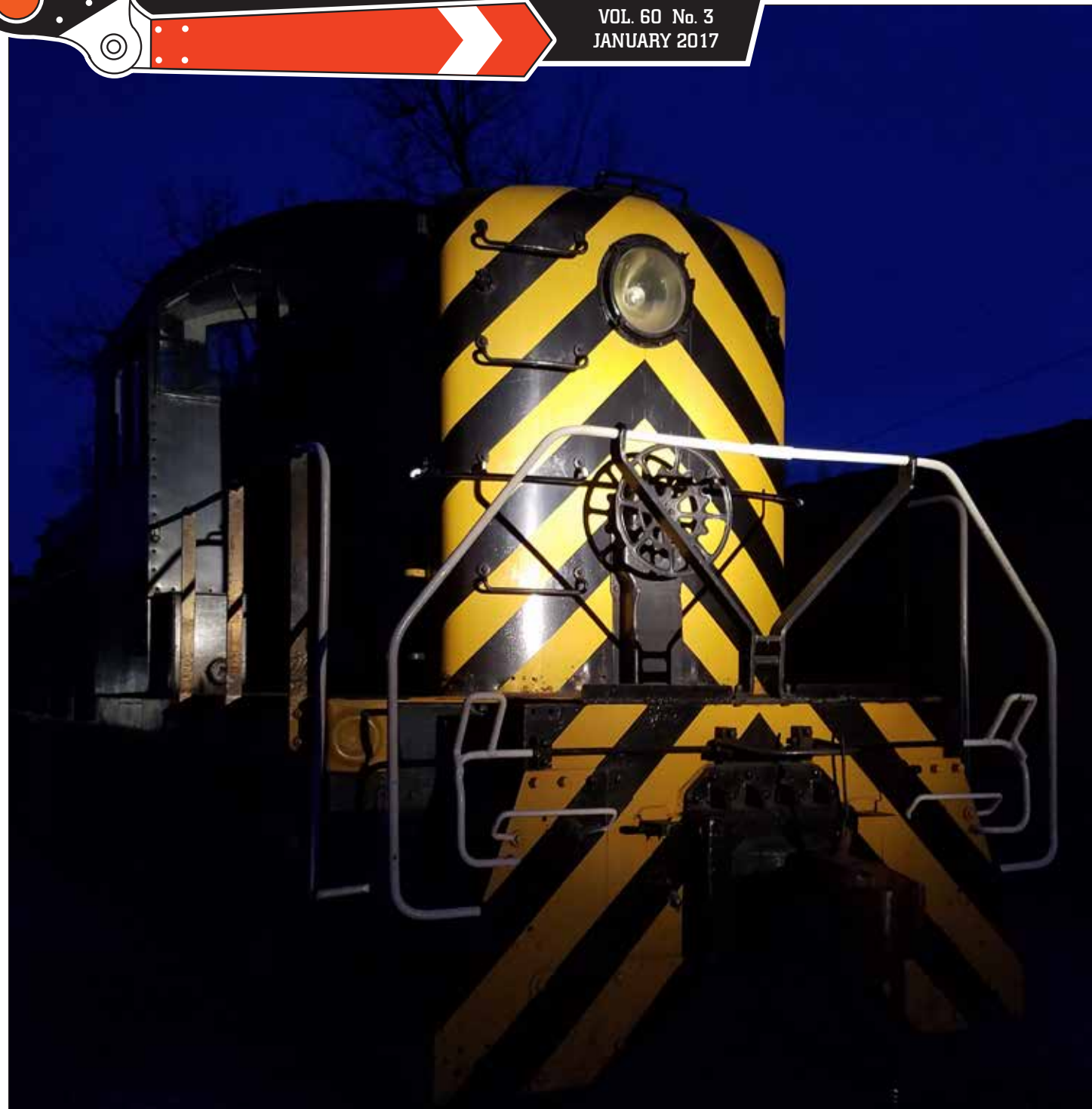




NEXT MEETING:
February 16
Jeremy Tuke presents
the Pittsburgh, Shawmut &
Northern Railroad



2016 in Review



ROCHESTER & GENESEE VALLEY
RAILROAD MUSEUM

www.rgvrrm.org

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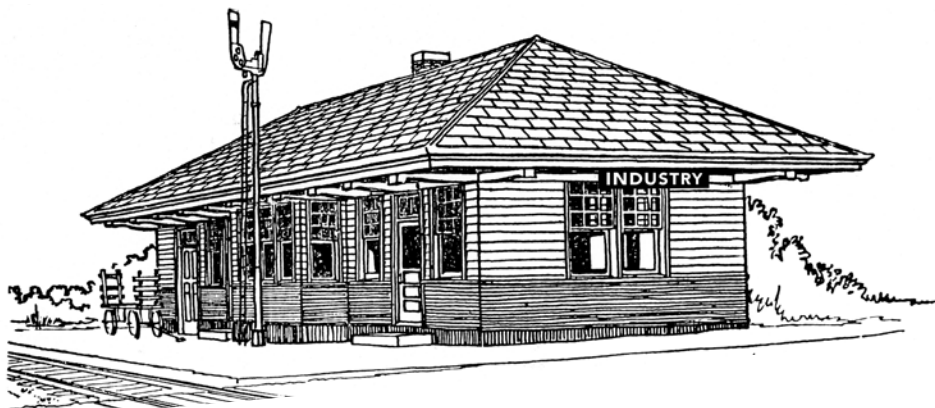
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Message from the President

Another exciting year has come to a close, and I'm pleased to share our annual review with you. We tried to include as much as we could, including tasks big and small, but I'm sure we may have missed something along the way. The slight is not intentional. That's how jam-packed this past year has been!

Once again, your museum broke records for attendance and revenue. Because of this growth, we were able to add 225 feet of storage space to Track 6, complete the center portion of the concrete floor inside the shop, restore electric service to the Tool Car on the West Siding, and more.

I've been personally leading efforts to add more signals and communications infrastructure to our museum right of way. Three new signal boxes has been installed along the railroad, and preparations are underway to extend electric service to Midway Station. A recent donation of Pennsylvania Railroad position light signals will add yet another dimension to our displays and operations. The dwarf signal was repaired and installed on Track 6, and another dwarf was installed at Switch 5. I'm looking forward to the day when we have our own demonstration telegraph line in place connecting Industry Depot with Midway Station, and our own private telephone line inside wayside callboxes.

The Pennsylvania Railroad mail car has been receiving a lot of attention as well. I have been working with other volunteers to install a display of railroad signal technology inside the car, the centerpiece being the restored interlocking machine salvaged from the tower at Niobe, N.Y., many years ago. New lighting has been installed, and we will be working to open this new display to the public in 2017.

One thing I'm really glad to see is the appearance of so many new faces among our volunteers. We are welcoming new members into our ranks every day, filling a variety of positions and skill sets. As we increase our activities, we are looking forward to offering more volunteer opportunities.

Completing the storage extension on Track 6 allowed us to move three cars that were stored at the end of track at Midway so that we could resume our popular Santa Trains. This sold-out event was a huge success, and it is an operation we plan to grow in the future.

As the year drew to a close, we received the donation of not one, but TWO Alco diesel locomotives! After being stored for a number of years, the owner of Nickel Plate Road 79 graciously donated this unit to our museum. Just a few weeks later, our friends at the Livonia, Avon & Lakeville Railroad announced they were donating their Alco RS-1 No. 20 to us as well. Both locomotives will be evaluated for reactivation by our Motive Power Dept., and we look forward to their triumphant return to the rails!

Of course, none of this growth would have been possible without your support. Even if you are not able to come out to the museum and lend a hand, your membership alone is a significant contribution to our success. We are making plans for the future, and looking how to grow the business so we can continue to preserve Rochester's rich railroading heritage.

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

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.

Otto Vondrak once again presented on **January 19** with a slide show featuring heavy freight action in the Columbia River Gorge, with Union Pacific and BNSF Railway trains in Oregon and Washington.

Please join us for our **February 16** Meeting at the 40 & 8 Club, 900 University Ave., Rochester, at 7:30 p.m. Member **Jeremy Tuke** will present photographs illustrating the history of the Pittsburg, Shawmut & Northern Railroad, which operated a roughly 190-mile mainline between Brockway, Pa., and Wayland, N.Y. The railroad shut down in 1947, though some pieces still remain.

I am looking for programs for our meetings. We can present digital as well as traditional slide show programs. If you have a program to present, please contact me.

—Adam Lloyd, Program Chair

MOTIVE POWER DEPT.

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

RG&E 1941 was stored serviceable for much of the year. The locomotive was used for switching on several occasions.

R&GV 54 received some minor cosmetic additions to transform it from USA 1654 to R&GV 54. The new paint and lettering gives the locomotive an Erie Railroad inspired appearance. It also brands the locomotive for our museum. R&GV 54 also received repairs to its wheel sanders this year, aiding in traction on wet days.

RG&E 1950 received a good cleaning and additional paint touch up this year. It continues to be stored out of service.

EK 6 was cleaned and scrapped of loose paint. The locomotive received a fresh coat of black paint in the fall this year. Fresh yellow paint will be applied in 2017, along with proper lettering.

USA 1843 was used extensively this year. A few electrical bugs were worked out over the summer, allowing for reliable operation in the fall.

LV 211 received a great deal of mechanical work this year. The locomotive operated during the first day of Diesel Days. On the second day, the battery voltage was found to be too low to start the engine. After some investigation, it was found that a circuit board in the locomotive's battery charging system had shorted on a loose wire. As a result, the batteries were not charging while the locomotive was in operation. The circuit board has been repaired and is awaiting testing. While the locomotive was in the shop, it was found that two water couplings in the cooling system had rusted through and were beginning to leak. Work was performed over the summer to replace both couplings. LV 211 is anticipated to return to service in 2017.

LA&L 20 was received as a donation from the Livonia, Avon & Lakeville in late November. The locomotive will need a water pump and a set of batteries to operate. A water pump has been located in Kokomo, Ind., and should arrive at the museum in January. There is a good chance this locomotive could be in service in 2017.

Our goals for 2017 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 54 some

much needed time in the shop. Other goals include starting **Nickel Plate Road 79** and placing LA&L 20 in service.

We are the only operating railroad museum in New York State. It is no easy task keeping our fleet of vintage diesel locomotives in top operating condition. There are many ways you can help, please contact me if you're interested in getting involved.

—Joe Nugent, Supt.

RETURN OF THE CABOOSE CAMPOUTS

Rand Warner organized a spur-of-the-moment Caboose Campout for museum volunteers on January 13, 2017. Attendees included Charlie Marks, Jesse Marks, John Redden, Rick Israelson, David Buckner, and new member Justin. Our Erie, New York Central, and Penn Central cabooses were spotted at the end of track at Midway Station, where our campers enjoyed a hearty dinner and a filling breakfast the next day. Rand is interested in organizing more campouts in the future, if you're interested, please contact him.

80th ANNIVERSARY MUSEUM BANQUET

Your railroad museum is celebrating its 80th anniversary this year! Ten Rochester area railfans met on the second floor of the old New York Central station and formed the Rochester Chapter of the National Railway Historical Society on February 4, 1937. From that organization grew the Rochester & Genesee Valley Railroad Museum, hosting the largest collection of historic trains and the only operating railroad museum in the state of New York!

Please join us on Saturday, March 18, and the River's Edge Party House off Scottsville Road near the airport for our 80th Anniversary Museum Banquet. Not only will we celebrate the rich heritage of our organization, but we will also look forward to the future! Tickets will be on sale soon at www.rgvrrm.org.

DICK BEAN (1924-2016)

Long-time museum member Richard D. Bean (known as "Dick" to his friends) passed away on December 29, 2016, at age 92. Dick worked for Conrail as a supervisor in the signal department, and was instrumental in the rebuilding of our Burro crane at the museum. We'll have more to share in the next issue of this newsletter.

—Otto Vondrak, Editor

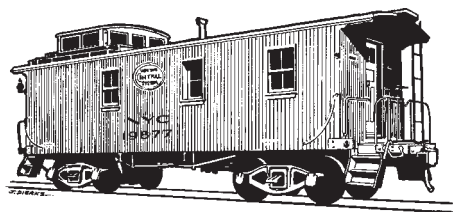
2016 In Review

January 2016: The last of our materials stored at the 40 & 8 Club were packed up and put into storage, as the whole building was set to be rebuilt and renovated, and our library space would no longer be available to us. Joe Nugent serviced our Whiting Trackmobile TM5 on January 23.

February: Corroded frame members were removed from our Lowville & Beaver River flat car on February 20. Adam Lloyd cleaned and primed a Lehigh Valley whistle post for installation in our sign garden. A volunteer crew led by Joel Shaw added wood framing to the new track car trailer on February 27.

March: Metal repairs were made to the frame of our Lowville & Beaver River flatcar by Rob Burz as the first step towards conversion into an open-air rider car. It was later needle-scaled and primed. Sam Rosenberg and Bob Achilles assisted with repairs. The wooden deck was applied to our new TC trailer by Joel Shaw, Rand Warner, and Norm Schaddick. The old woodlot in the Upper Yard was cleared out. Joe Nugent and Rand Warner took measurements for replacement parts on Car 60 on March 5. We held our annual banquet on March 12 at the River's Edge party house with Finger Lakes Railway president Mike Smith as guest speaker. Scott Gleason was awarded the Prestigious Fairmont Cup™ for outstanding service to our museum in 2015. Our annual Rules Class was held March 19 at RIT. Charlie Marks installed blocking on our metal brake so it is easier to move around the shop. Dale Hartnett began making covers to protect the windows on our Empire State Express cars from getting damaged by ultra-violet rays. JJL Models paid us a visit to measure and photograph our Erie caboose and Erie milk car to aid in the production of HO scale models. Adam Lloyd completed the restoration of our LV whistle post.

April: More progress was made on needle-scaling and priming the frame of the L&BR flatcar. Gary Flatt welded new pockets onto the flatcar frame. Additional work took place on the new TC trailer to complete the wood deck, adding plywood



ABOVE: Volunteers Bob Achilles and Tony Mittiga work air-powered needle scalers to remove rust and corrosion from the frame of the L&BR flatcar on March 2, the first step in its conversion into an open-air rider car. Having the shop to work inside makes all the difference on long-term projects like these. **RIGHT:** Scott Gleason (LEFT) was awarded the Prestigious Fairmont Cup™ for outstanding service to the museum by vice president Joe Nugent (RIGHT) at our Annual Banquet on March 12, 2016. **BELOW:** Norm Schaddick and Joel Shaw install the wood deck on our new track car trailer on March 26, 2016.





BEFORE



BEFORE



BEFORE



AFTER



AFTER



AFTER

THE GREAT PAINT PROJECT: Two of our steel freight cars got a fresh coat of paint to help stabilize the structure and improve their appearance. MDT refrigerator car No. 12549 was built in 1953 and acquired in 1997, while PRR hopper car No. 747803 was built in 1909 and acquired in 1998. The majority of work was performed over four weekends in April and May. While this was not a restoration project, lettering may be applied to these cars in the future to further enhance their appearance. Dave Luca matched a donation by Rand Warner and the museum to fund the repair and replacement of wood siding on the west side of our 1926 Fruit Grower's Express refrigerator car. The work was led by Dave Petersen, and the transformation was amazing.



sheathing. We attended the Greenberg's Train Show at MCC on April 3 and handed out brochures for our upcoming season. Bill Blaesi sorted and organized our tool cabinets and socket sets in the Restoration Shop. The PRR hopper, MDT 12549 reefer, FGEX reefer, and Kodak tank car were moved from Track 6 to Track 9 on April 16 so that they could be cleaned and painted. Dave Coon conducted a fire extinguisher training class on April 16. Dave Buckner and Otto Vondrak applied primer to the MDT reefer on April 19. Primer was also applied to the PRR hopper. Dave Peet scraped old paint from the depot doors on the west side and assisted our painting contractor. Dale Hartnett continued his project to remove paint from the exterior of the ESE cars. Charlie Marks began repairs to the large door on the Lackawanna baggage car on April 23. Jim Moore and Otto

Vondrak scraped rust and applied primer to the PRR hopper. Mark Wilczek used our Telehandler to move the spare diesel engine block off the old platform, cleaning up the public display area. Chris Playford, Jim Moore, Dave Kehrer, and Rock Bohn applied a coat of black paint to the PRR hopper on April 30.

May: Otto Vondrak, Joe Nugent, and Adam Lloyd applied orange paint to the MDT 12549 reefer on May 1. Jim Moore applied black paint to the PRR hopper. Dave Peet scraped and primed the ends of the PRR hopper. The Tuesday Night Track Gang replaced ties in the Hill Block on May 3. Mike Bianchi applied black paint to the PRR hopper on May 7. Otto Vondrak, Adam Lloyd, and Mike Guglielmo applied a second coat of orange paint to the MDT 12549 reefer, while Dave Buckner applied a coat of black paint to the PRR hopper on

May 7. Joe Nugent power-washed RG&E 1950. Otto Vondrak removed the lettering and applied fresh paint to the cab of R&GV 1654. Spallina Materials delivered a truckload of dirt on May 20 to help us extend the lawn at the depot. Charlie and Jesse Marks made repairs to the large door on the Lackawanna baggage car. Gary Flatt welded more pockets onto the L&BR flatcar. On May 11, Adam Johnson graded and leveled the fill behind the shop to get it ready for track construction. Rick Bohn painted the ends of the PRR hopper on May 11. Joe Nugent began rebuilding the Ajax hand brake for the L&BR flatcar project on May 14. Dave Luca led a team of volunteers to take measurements for framing out windows in the BR&P caboose. Adam Lloyd used the Bobcat to bring in more crushed stone for the next concrete slab pour inside the shop. Jeff Davenport scraped and sand-



ABOVE: Jim Otto leads hands-on instruction for train crew volunteers on May 21, 2016. Trainees reviewed safe practices for inspecting equipment, terminal tests, and more. **ABOVE RIGHT:** Mike Bianchi painted stripes in our expanded parking lot at Industry, making it easier to fit more cars into the space. **RIGHT:** This latest concrete pour extends the center section of floor right to the doorway on May 24, 2016. This project was led by museum manager Mark Wilczek.

ed loose paint off EK 6 on May 14. Jim Otto led our hands-on training day for train crews on May 21. The last two remaining sides of Industry Depot were prepped for primer by our contractor. Rand Warner and Dave Luca leveled Car 60. Dave Petersen primed siding to be installed on our FGEX reefer on May 24. Dan Waterstraat began cleaning our Caterpillar D15 display in the parking lot. GJV Enterprises fabricated and installed a new letterboard on Rochester Subway Car 60, the first step towards our planned cosmetic restoration. Otto Vondrak and Mike Guglielmo set a new fence line along the displays at Industry Depot on May 31. The last slab in the center portion of the Restoration Shop floor was poured under the direction of Mark Wilczek. Otto Vondrak spot-primed the worst areas of EK 6. David Kehrer applied green stain to our new picnic tables on May 31. Rick Bohn helped paint RGV 1654. Mike Bianchi painted stripes in our parking lot. Otto Vondrak installed a new display in the Lackawanna baggage car.

June: The freight cars were moved back to Track 6 during our second hands-on training day on June 4. Mike Dow, Adam Lloyd, and David Scheiderich replaced the timbers in Switch 6. Otto Vondrak masked

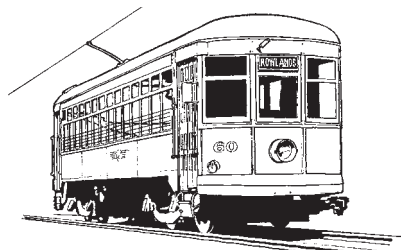


stripes on R&GV 1654 on June 7, while Rick Bohn, Jeremy Tuke, and Chris Playford applied primer to the L&BR flatcar. Rob Burz and Gary Flatt coordinated metal repairs. Otto Vondrak painted yellow stripes on the hoods of R&GV 1654, while Rick Bohn paints the frame sill and handrails. Dave Petersen removes rotten siding from the west side of our FGEX reefer spotted on Track 7, while new siding is primed and painted awaiting installation. Rick Bohn, Sam Rosenberg, Mike Bianchi, and Joe Nugent prepare USA 1843 for its first fire-up of the season. Otto Vondrak constructed new sandwich boards to direct visitors to museum displays on June 11. Jim Otto applied vinyl graphics to transform 1654 into R&GV 54. Mike Bianchi painted stripes in the parking lot at Industry

on June 15, while Adam Johnson leveled off the fill behind the Restoration Shop. Dan Waterstraat repainted and fabricated a new seat for the Caterpillar D-15 display in the parking lot. We were open to the public June 18-19. To mark the 60th anniversary of the end of the Rochester Subway, our museum organized a sold-out charter tour visiting locations along the old Rochester Subway using the RTS vintage bus on June 25. RTS loans us their vintage 1956 GM transit bus for display during our opening weekend marking the 60th anniversary since the shutdown of the Rochester Subway and our receipt of Car 60. On June 25, we hosted a special charter excursion using the vintage bus to visit historic sites along the route of the Rochester Subway, with the proceeds going towards the res-



ABOVE: The Tuesday Night Track Gang strikes again! This time, hard at work in the Hill Block replacing ties. May 3, 2016. Continuous maintenance and periodic inspections keeps our railroad in top operating condition. **LEFT:** We hired member Dave Petersen to help replace the rotten and damaged siding on the west side of our 1926 Fruit Grower's Express refrigerator car, May 24, 2016. **BELOW:** Rochester Transit Service loaned their vintage GM transit bus for display during our Subway Heritage Weekend June 18-19, marking the 60th anniversary of the end of the Rochester Subway, and the 60th anniversary of the donation of Car 60 to our museum.



toration of Car 60. The roof of the FGEX reefer received a fresh coat of black paint, while the ends were painted red. On June 28, Jim Johnson and Dave Shields pulled cable through the new directional bore so that electrical service can be routed from the Restoration Shop down to the cars on the West Siding. Dave Petersen installed new siding on the west side of the FGEX reefer.

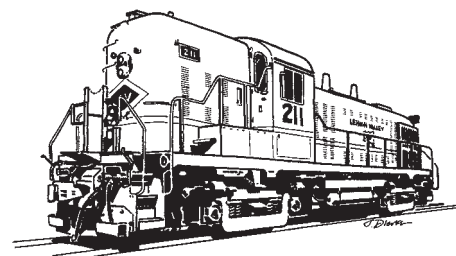
July: RG&E No. 1941 was moved to Track 3 for display. Mike Guglielmo removed the derelict staircase from the mezzanine to the Upper Yard on July 2. A fresh coat of yellow paint was applied to the west side of the FGEX reefer by Dave Petersen. Dave Buckner and Gary Flatt cleaned out the Lehigh Valley caboose to prepare it for visitors on July 13, and the new TC trailer was placed on live rail for the first time. John Kucko from WROC-TV paid us a visit and promoted our museum on his Channel 8 newscast. The museum was open to the public July 17-18 weekend. We hosted a private tour for the Perinton Retired Men's Club on July 19. Rob Burz led the installation of the new wood deck on the L&BR flatcar, with Jeremy Tuke, Jim Moore, Chris Playford, Dave Buckner, and Bob Achilles. Dave Petersen painted the metal grab irons, ladders, and other metal hardware on the FGEX reefer black. Otto Vondrak installed new signs in the eaves marking the entrance to the Industry Depot waiting room. The museum welcomed Adam Lloyd's Conrail caboose No. 24029 on July 27, delivered by Winters Rigging. On July 30, Breanna Fuss from YNN Rochester interviewed Rand Warner and Otto Vondrak about the museum's efforts to restore Car 60. Dan Waterstraat completed repainting and installing a new seat on the Caterpillar D15 display. Dale Hartnett continued his project to remove the blue paint from the exterior of the ESE coaches. Dan Waterstraat cleared brush in the Hill Block from the wall up to Switch 6.

August: Rob Burz, Jeremy Tuke, and Dave Buckner add more planks to the deck of the LBR flatcar on August 2. Dave Luca and Bill Limburg turned their attention to our Buffalo, Rochester & Pittsburgh caboose to fabricate windows, with the assistance of Ralph Mosher and Charlie Marks. Otto Vondrak and Dave Buckner sanded the primer coat on the LV caboose. Joe Nugent and Steve Huse changed out the air filters on LV 211 and prepped it for its first start-up of the season. Diesel Days week-

end on August 20-21 featured USA 1843 and LV 211 pulling trains. Mike Dow and Adam Lloyd installed a dwarf signal (previously repaired by Dan Waterstraat) on Track 6. Rand Warner scraped and painted the trucks on the west side of the FGEX reefer.

September: Mike Guglielmo and Adam Lloyd cleaned and organized the shop building. Otto Vondrak applied more primer to the west side of EK 6. Mike Dow, Adam Lloyd, and Mike Guglielmo rewired signals in Industry Yard. Dave Buckner, Rob Burz, and Jeremy Tuke continued the installation of the new wood deck on the L&BR flatcar. Mike Dow, Jerry Tusch, Adam Lloyd installed a new dwarf semaphore signal at Switch 5 on September 11. Mike Guglielmo cleared out the old woodlot site in the Upper Yard and prepared it for our pumpkin patch. A load of stone ballast was delivered and spread for the Track 6 extension project. The Baltimore & Ohio Railroad Historical Society visited our museum on September 17 as part of their annual convention activities. The museum was open to the public on September 17-18 weekend. Thanks to donated road millings, the parking lot at Industry was expanded, and part of the construction lot was paved as well. The millings were spread by Mike Dow, Tim Gifford, and Mike Bianchi. On September 24, ties were laid out for the Track 6 extension project, thanks to Rand Warner, Mike Guglielmo, John Guglielmo, Dave Buckner. Dave Shields, Dave Peet, and Norm Schaddick cleaned the interior windows on our ESE cars getting ready for our Fall Foliage Express. Otto Vondrak began applying primer to the west side of our PRR railway post office car. Joe Nugent made repairs to LV 211's cooling systems. Sticks of rail were laid out for the Track 6 extension project on September 25 by David Kehrer, Dave Buckner, Mike Guglielmo, John Guglielmo, and Adam Lloyd.

October: We began the first of three weekends of Pumpkin Patch Train Rides on October 1-2. We hosted a private tour for a local group of home-schoolers on October 7. On October 8 our sold-out Fall Foliage Express ran four round-trips between Lakeville and Industry with the generous cooperation of the Livonia, Avon & Lakeville Railroad. On October 13 we hosted a private tour for the Webster Seniors Center. We ran another successful weekend of Pumpkin Patch Train Rides on October 15-16. Dave Buckner and his cousin Alan



TOP: On June 28, 2016, volunteers Jim Johnson and David Shields pull electrical wires through the new directional bore that will allow our work site down below to have full electrical service for future work parties. **ABOVE:** John Kucko from WROC-TV Channel 8 paid us a visit on July 15 to take some photos to share with his social media followers and on his evening newscast. **BELOW:** Breanna Fuss from YNN Rochester Time Warner News interviews volunteer Rand Warner about the history and restoration of Rochester Subway Car 60 on July 31, 2016.





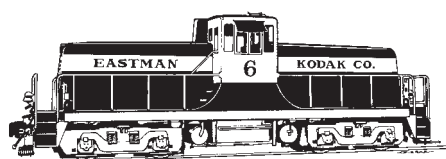
Buckner applied a fresh coat of black paint to EK 6 on October 20. Dave Monte Verde and Genesee Valley Transportation donated salvaged spikes for our Track 6 extension project. A new phone box was installed near Switch 6 by Mike Dow, Mike Guglielmo, and Adam Lloyd. Otto Vondrak continued applying primer to the PRR RPO car. Rob Burz installed the new hand brake support on the L&BR flatcar. We ran our third weekend of Pumpkin Patch Train Rides on October 29-30. Nickel Plate Road Alco S-4 No. 79 is donated to our museum by the owner.

November: Dave Buckner and his cousin Alan continued applying black paint to the exterior of EK 6. More than 225 feet was added to Track 6 on November 5 thanks to Adam Lloyd, Mike Guglielmo, Otto Vondrak, Duncan Richards, David Kehrer, and Dave Buckner. Mike Dow installed LED lighting inside the PRR mail car, getting ready to open this new display in 2017. On November 12, every piece of equipment on the property was moved as we cleared the main track and filled the Track 6 extension with cars. We returned to the newly renovated 40 & 8 Club for our November meetings. Perry Bertsch and Mike Dow welded up and cleaned a GRS signal cabinet for installation along our museum railroad. On November 27, we welcomed the addition of Livonia, Avon & Lakeville Alco RS-1 No. 20, donated by the railroad to our museum.

December: Our Annual Holiday Open House was held on December 8 at Industry Depot, attended by many. The museum ran two successful sold-out Santa Train operations on December 3 and 17. 📺



TOP: Museum president Mike Dow lowers a new dwarf semaphore signal onto its base at Switch 5 with the help of Adam Lloyd and our Fairmont crane on September 11, 2016. **TOP RIGHT:** All four runs of the Fall Foliage Express were sold out on October 9, 2016. These trains utilize our ex-New York Central streamlined coaches, and are operated with the generous cooperation of the Livonia, Avon & Lakeville Railroad. **ABOVE:** A much-needed 225-foot extension to Track 6 behind the shop was completed on November 5, 2016. Several volunteers contributed to this intense weekend effort. **RIGHT:** Santa Trains operated on December 3 and 17, with all runs sold-out on both days. Thanks to volunteer Ray Howard for playing a very special part.



How Did We Do?

Once again, your museum broke records for attendance and revenue in our second year of independent operation. Thanks to the 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 2017.

Income from museum admissions was \$62823.00, up 37% from \$45659.00 in 2015, and a substantial increase from 2014's total of \$19,078.00.

Museum admissions grew significantly in 2016. Total income from museum admissions was \$59,999.00. Sales of our "Cab Pass" (a \$5.00 surcharge to ride with the engineer) generated \$1460.00. Additional income was generated from group tours (\$1,064.00) and birthday parties (\$300.00). Total paid attendance in 2016 was 5,678, up nearly 27% versus 4,472 in 2015.

In 2015 we operated a reduced schedule spread over six weekends, for a total of 12 operating days. This year the schedule expanded to 14 days, plus an additional two days of Santa Trains scheduled upon request from the Village of Scottsville. If you take our gross income from admissions divided by the number of operating days, you get an average of \$3926.44, a 12% increase over last year's daily average of \$3502.91. For comparison, our daily average in 2014 was \$897.15 spread over a 30-day schedule. As with last year, nearly half of our income came in during the month of October.

2015 GROSS ADMISSIONS

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

2015 DONATIONS

Donations	11594.00
Grants.....	1000.00
TOTAL	\$12594.71

2015 RAILFAN TRIPS (GROSS)

LA&L 50th Anniversary	\$17606.60
Utica/Adirondack Scenic.....	3420.00
TOTAL	\$21026.60

2015 ATTENDANCE (PAID ADMISSION)

Adult Tickets	2846
Youth/Senior Tickets	1626
12-DAY TOTAL	4472

Total donations saw a modest increase in 2016 with \$14,229.00 compared to \$11,594.00 in 2015. The Davenport Hatch Foundation awarded your museum a \$10,000 grant to be applied to the construction of our new sanitary sewer, which accounts for the dramatic increase in grants totaling \$13,000.00 in 2016 versus \$1000.00 in 2015. We also received a \$3,000 grant from the Tom E. Dailey Foundation to offset the cost of painting our Lehigh Valley caboose. A special thanks to David MonteVerde for making substantial matching donations to fund the construc-

2016 GROSS ADMISSIONS

Museum Admission.....	\$59999.00
Cab Pass	1460.00
Birthday Parties	300.00
Group Tours.....	1064.00
TOTAL	\$62823.00

2016 DONATIONS

Donations	\$14229.00
Grants.....	13000.00
TOTAL	\$27229.71

2016 RAILFAN TRIPS (GROSS)

LA&L Fall Foliage Express ..	\$28896.60
Utica/Big Moose Trip.....	5773.60
Rochester Subway Tour.....	1560.00
TOTAL	\$36230.20

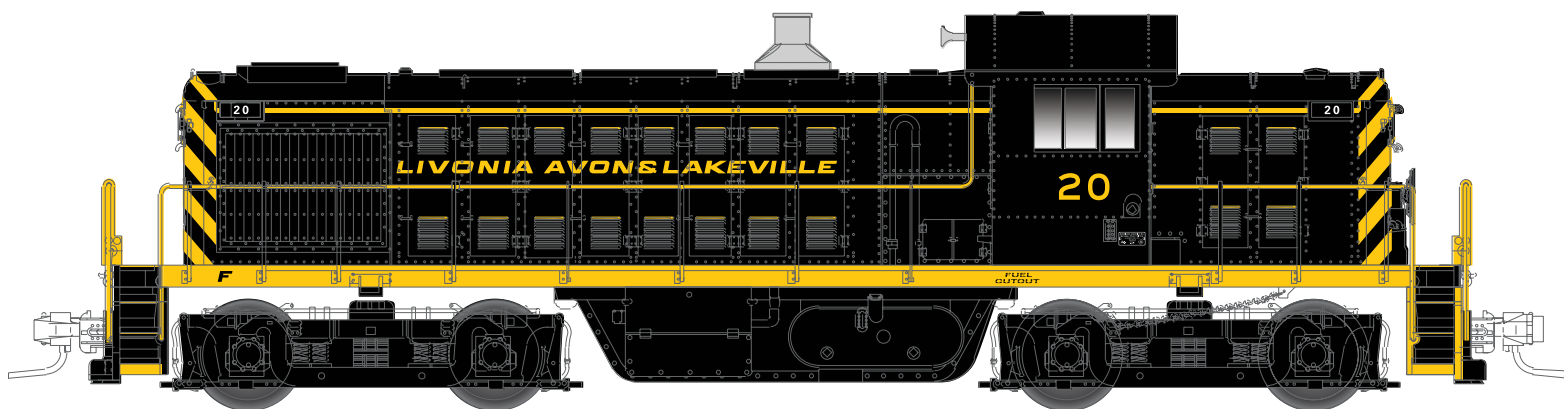
2016 ATTENDANCE (PAID ADMISSION)

Adult Tickets	3947
Youth/Senior Tickets	1731
16-DAY TOTAL	5678

tion of our open-air rider flatcar in 2016.

Income from Railfan Trips was up in 2016. We grossed \$36,230.20 from a combination of our Fall Foliage Express (\$28896.60), Big Moose Adirondack Scenic trip (\$5773.60), and our Rochester Subway Bus Tour (\$1560.00).

Thanks to careful project management and an adjusted operating schedule, your museum has kept spending under control while modestly increasing museum attendance and revenue. With your help, we look forward to additional measured growth in 2017. **S**





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.

2017 SCHEDULE

Please note some dates and activities are subject to change. Please visit our web sites at www.rgvrrm.org and www.RochesterTrainRides.com for details.

March – Rules Class date and location TBA

March 18 – 80th Anniversary Museum Banquet

April 8 – Hands-On Training Day

April 15 – Easter Bunny Trains Special Event Day

May 14 – Hands-On Training Day

May 20 – Rails and Ales Special Event Day

June 11 – Hands-On Training Day

June 17-18 – Rochester Subway Heritage Weekend

July 15-16 – Craft Show and Train Rides

August 12 – Members Picnic

August 19-20 – Viscose 6 Steam Engine

August 26-27 – Viscose 6 Steam Engine

September 16-17 – Diesel Days Weekend

October 14-15 – Pumpkin Patch Trains

October 21-22 – Pumpkin Patch Trains

October 28-29 – Pumpkin Patch Trains

December 8 – Holiday Open House

December 9 – Santa Trains

December 16 – Santa Trains



**80th Anniversary
Museum Banquet**

March 18

AT THE RIVER'S EDGE PARTY HOUSE
31 PAUL ROAD, ROCHESTER, N.Y.

Join us for a fun evening of dinner and entertainment as we celebrate 80 years of preserving Rochester's rich railroading heritage! Tickets available soon from our web site at www.rgvrrm.org.

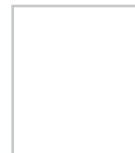


THE SEMAPHORE

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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