

NEXT MEETING:
March 16
Duncan Richards presents
"Post-Conrail
Rochester Scenes"



STEAM DREAMS ARE COMING TRUE:Viscose Co. No. 6 will be visiting our museum this August! Much like this scene on the Catskill Mountain Railroad, we will be adding an open-air rider car to our train so visitors can experience the sights and sounds of steam railroading. RYAN SCHMELZER PHOTO

Getting Steamy

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Bringing steam back to Rochester has been a goal of our museum since the New York Central dropped its fires in 1954. Those dreams are about to come true, thanks to a visit from Viscose Co. No. 6 this summer! This 0-4-4 tank engine is based in Dunkirk, N.Y., and will make its first visit to our museum **August 19-20 and 26-27**. We are very excited to bring this opportunity to the museum for our members and for the general public. We are going to need a lot of help to pull this off, so I hope I can count on you.

Our 80th Anniversary Museum Banquet will be held on **Saturday, March 18**, at the River's Edge Party House. Please join me in a celebration of our accomplishments!

Annual Rules Class will be **Saturday, March 25**, and moves to the meeting room at the 40&8 Club downtown. This

classroom session is the first step you need to complete if you are interested in volunteering for train service, but there is important safety instruction in the first part of the class all volunteers should take part in. Contact Mark Wilczek to RSVP.

Our first train rides will be on **Saturday, April 15**, as we host Easter Bunny Train Rides at the museum. This should be a fun event for everyone involving an egg hunt and visits with the Easter Bunny.

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.

—Mike Dow,
Museum President



www.rgvrrm.org

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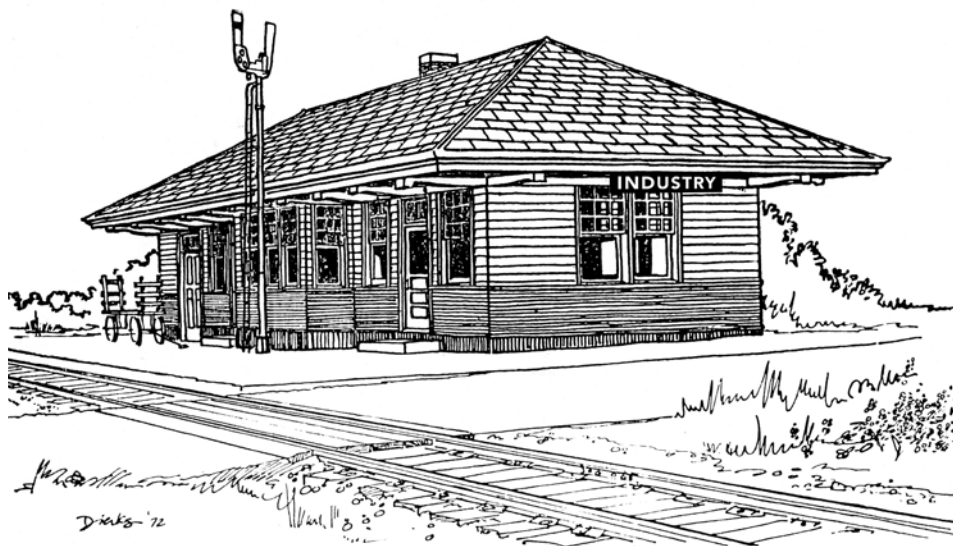
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Thank You All for 80 Years of Railroading Fun!

This year we celebrate our 80th anniversary as an origination! We started out as small club of railfans that met on February 4, 1937, to form what would become the fifth chapter of the fledgling National Railway Historical Society. Over the years we remained a social club for railroad enthusiasts and grew our membership. Many of our early activities centered around organizing fan trips on local railroads, some which are no longer around. For a time we paired up with the nearby chapters in Buffalo and Syracuse for did and special joint meetings together. In 1949, we hosted the NRHS national convention right here in Rochester!

We entered the world of railway preservation when our members launched a campaign, with the help of Rochester Mayor Peter Barry (also a member), to get Rochester Transit Corp. to donate a Subway car for preservation upon the shutdown of the line in 1956. Car 60 became the first real piece of railroad equipment preserved by our organization, even though we had no permanent home for it at the time.

In 1965, the Livonia, Avon & Lakeville commenced operations between its namesake towns, and many of our members became involved with their steam excursion operations. Spending weekends running the gift shop inside the Livonia depot got many of our members thinking about operating a train museum somewhere in the region. After considering a few candidates, we acquired the Erie depot at Industry in 1971 and began rebuilding and restoration.

Once tracks were laid down in the 1980s,

we began acquiring more historic trains for our museum collection. The pace of track-laying was slow at first as we climbed the Hill Block. Our pace increased as we continued through Scanlon's Curve. By 1992 we had built track to what is now Reid's Crossing, and rebuilt the line up to BOCES Crossing. Car 60 was returned to us in 1998, and by the year 2000 our Restoration Shop was complete with tracks connected to it. Today we enjoy working on a real concrete floor surrounding the inspection pit inside the shop.

That brings us to today. While I have only touched on some of the highlights of the physical things we have built together, what is more important are the hundreds of members who freely gave of their spare time over the years to help make this museum a better place. I have had the pleasure of working alongside many of the people who have helped us grow over the last 30 years. Maybe you felt it was just a small contribution, like installing a new tie, or lending a hand to fix a truck, or leading a project or a department. Whatever it was, you all have helped build us up to where we are today. This summer, we will host a real live operating steam locomotive on our railroad, something we have all dreamed out since we started the R&GVRRM. Every contribution helps. As we move forward into our next 80 years, we ask that if you have a little time, please come spend it with us. You'll have fun and help your museum grow.

—Mike Dow
 President, R&GVRRM

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MONTHLY PROGRAM

Please join us on **February 16** when member **Jeremy Tuke** will present photographs illustrating the history of the Pittsburgh, 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.

On **March 16**, member **Duncan Richards** will present an exciting and colorful gallery of scenes around Rochester in the years immediately following the Conrail split of 1999. This presentation will look at how things have changed locally since CSX became the dominant player in the Rochester area, including some of the myriad of locomotives that were rented or "borrowed" to keep operations moving.

On **April 20**, **Bob Zimmerman** presents "Cleveland 1975-1983." In the mid-1970's, many of Penn Central's old Alcos and F-units migrated from western New York to Cleveland, Ohio. On October 31, 1975, Amtrak inaugurated the *Lake Shore Limited*, providing service west of Buffalo. Cleveland has had an extensive rapid transit system, making it possible to travel from the Amtrak station to Collinwood Yard and other points of interest without a car. Take



JOHN REDDEN PHOTO

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. The Burro Crane was built in 1940 for use at the Foster-Wheeler plant in Dansville, N.Y. We acquired it in 1998 from Vitale Bros. contracting in Pittsford. The body was restored and repainted, and a reconditioned Detroit Diesel 453 engine was installed.

a look at early Conrail operations, plus Norfolk & Western, the industrial flats, Shaker Heights PCC's, and the Airporter line, with a few surprises along the way.

Meetings return to Industry Depot starting May 18. Starting a half-hour earlier at 7:00 p.m., we will enjoy rides on our museum railroad following a brief business meeting. These events are FREE to attend, so bring a friend!

Monthly meetings are held the third Thursday of every month at the 40 & 8 Club, 933 University Ave., Rochester, at 7:00 p.m. I am looking for programs for our **September, October, November, and December** meetings. If you have a program to present, please contact me. Thank you!

—Adam Lloyd, Program Chair

80th ANNIVERSARY MUSEUM BANQUET

Your railroad museum is celebrating its 80th anniversary this year! We have certainly come a long way from our humble beginnings in 1937. 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! Cocktail hour begins at 6:00 p.m. (cash bar), seating for dinner will begin at 7:00. Enjoy a delicious buffet dinner, plus coffee/tea and dessert. Our special guest speaker

will follow the volunteer awards and recognitions after dinner. Tickets are \$35.00 each and are available from our web site at www.rgvrrm.org. Seating is limited, so please purchase your tickets today and join us for this very special event.

—Otto Vondrak
Event Coordinator

STEAM RETURNS TO ROCHESTER: THE VISCOSE 6

As the highlight of our 80th anniversary celebrations, we will be hosting a real live steam locomotive at the museum this summer! The arrival of Viscose Co. No. 6 will represent the first steam operation in Rochester since 1954. Our special "Steam Returns to Rochester" event will be held **August 19-20 and 26-27**.

The 0-4-0 tank engine will be trucked from its home base in Dunkirk to our museum, and rolled off onto R&GV rails. The Viscose team will then train our volunteers in the operation of the steam locomotive. Our plan is to have Viscose 6 haul the new open-air rider car and a caboose up and down our museum railroad, and also have other events related to steam engines and early gasoline technology.

We are very excited to bring steam to our museum for the first time ever. This is sure to be a sell-out event. Volunteers will be needed in all areas, from train crews to tour guides, so we hope you are able to join us. Please watch future editions for details.



2017 ANNUAL RULES CLASS

Please join us on **Saturday, March 25**, for our Annual Rules Class, starting at 8:00 a.m. at the **40&8 Club, 933 University Ave., Rochester, N.Y.** This is the annual rules class required for all volunteers who wish to be qualified in train service this year. This is the first step for any new volunteers who want to become part of train crew or volunteer at the museum. The class is split into three parts.

PART ONE: SAFETY: Strongly suggested for ALL VOLUNTEERS, regardless if you are in train service or not. Covers basic rules, safety, radio rules, and good customer service.

PART TWO: OPERATING: The second part of the class is devoted to rules of train operation. This second part is required for anyone interested in volunteering for train service (brakeman, conductor, or engineer).

PART THREE: AIR BRAKES: The third part of the class is devoted to air brakes and train handling. This third part is required for anyone interested in volunteering as a conductor or engineer.

Donuts and coffee will be provided in the morning. A collection will be taken up for pizza at lunchtime. Soft drinks are available for purchase from the bar. You must bring a pen in order to complete the tests at the end of each session. The class is **FREE** to attend, but you must RSVP to **Mark Wilczek** at mwilczek72@gmail.com so we have enough class materials for everyone attending. We look forward to seeing many new faces in class this year.

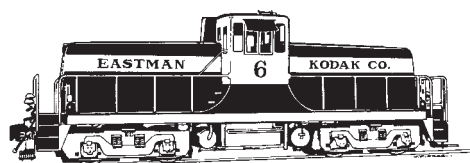
—Mark Wilczek,
Museum Manager



TOP LEFT: Volunteer Rand Warner is using a wire wheel to clean up window frames for Rochester Subway Car 60. Removing old paint and rust will not only make them ready for installation, but also help us determine which components need to be repaired or replaced. **TOP RIGHT:** Volunteers Lynn Heintz and Rand Warner cut firewood in the parking lot to feed our hungry stove inside Industry Depot on February 11. The old stove keeps the depot warm through the winter months. **ABOVE:** Our new communications intern Branden Hummer helps Charlie Marks cut wood siding for the Buffalo, Rochester & Pittsburgh caboose project. **LEFT:** Volunteer Charlie Marks has been framing out windows and trim on the BR&P caboose to prepare for the installation of glass. Once the exterior is sealed up, volunteers will submit a proposal to apply a new membrane roof to the car. Our goal is to restore the car as closely as we can to its 1930's in-service appearance.



ABOVE: Built on the frame of Lowville & Beaver River flatcar No. 23 (ex-U.S. Army), the new open-air rider car is rapidly taking shape inside the Restoration Shop. The sides were completed and roof beams were installed on February 11. **ABOVE RIGHT:** Joe Nugent used the inspection pit under the car to take measurements for replacement air brake valves that will go under the flatcar. **RIGHT:** Volunteers Bob Achilles, Perry Bertch, and Chris Playford cut pieces for installation on the open-air flatcar. The ex-Army heavy-duty dump truck is in the shop awaiting repairs to its radiator.



OPEN-AIR RIDER FLATCAR

The open-air rider flatcar is rapidly taking shape inside the Restoration Shop, under the leadership of volunteer Rob Burz. The sides of the car were constructed during the last week of January and the first week of February. Roof beams have recently been completed, which will allow the rafters to be installed next.

Work sessions are taking place each Saturday morning in the Restoration Shop. New hands are always welcome.

BR&P 280 RESTORATION UPDATE

Volunteer Charlie Marks has continued to make great progress on the restoration of Buffalo, Rochester & Pittsburgh Ry. caboose No. 280. Originally acquired in

1979, this historic caboose was the first piece equipment to arrive at the museum. After undergoing an extensive renovation in 1980, the caboose remained operational for many years. However, the harsh western New York weather finally took its toll on the wooden car, and the 1923-built car was showing its age. Much of the wooden exterior began to rot, and volunteers began a project to fully restore the vintage car.

Today the BR&P No. 280 is subject to extensive renovation and being restored to its 1930's appearance. The restoration includes modifications to the cupola windows and a total interior makeover. This past month Charlie Marks has continued his work on No. 280 as he finished re-siding the end of the cupola and is now working on framing out the corners of the body.

Much of the trim work left to finish will be slow going, but Charlie is looking ahead. When asked about the restoration, Charlie mentioned he was, "Hoping to finish up the exterior woodworking before spring, and looking ahead to the roof." Once work on the body is completed and the windows are installed, the volunteers will draft a proposal to install a new membrane roof to protect all of their hard work.

The BR&P No. 280 is one of our museum's many restoration projects. You can usually find Charlie working on the caboose most Saturday mornings. If you are interested in helping with this unique rebuild, please don't hesitate to get involved!

—Branden Hummer

WWW.RGVRRM.ORG



OUT OF THE ARCHIVES (LITERALLY)

The New York Central embraced the concept of the Budd self-propelled Rail Diesel Car as a way to reduce operating costs but still maintain passenger services on lines with low traffic. Ever conservative, NYC purchased a fleet of 20 cars between 1950 and 1952. The Budd cars quickly found a home on Hudson Division shuttles between Croton and Poughkeepsie, the Boston & Albany, Michigan Central, and on the Hitop Branch in West Virginia.

At the big train show in Springfield, Mass., I purchased the timetable shown above right advertising “Beeliner” service between Syracuse, Rochester, and Buffalo, effective April 27, 1952. I had a timetable of a similar design for the Boston & Albany, but I had never heard of any kind

Daylight Saving Time

SYRACUSE • ROCHESTER • BUFFALO (Central Terminal)			
DAILY EXCEPT SUNDAY SERVICE	Lv. Syracuse	7:50a	4:00p
	Lv. Clyde	8:27a	4:37p
	Lv. Lyons	8:36a	4:46p
	Lv. Newark	8:45a	4:55p
	Lv. Palmyra	8:54a	5:04p
	Ar. Rochester	9:19a	5:29p
	Lv. Rochester	9:20a	5:30p
	Ar. Batavia	9:54a	6:04p
	Ar. Buffalo (Cent. Term)	10:30a	6:40p
DAILY EXCEPT SUNDAY SERVICE	BUFFALO (Central Terminal) • ROCHESTER • SYRACUSE		
	Lv. Buffalo	11:10a	7:00p
	Ar. Batavia	11:46a	7:36p
	Ar. Rochester	12:17p	8:07p
	Lv. Rochester	12:18p	8:08p
	Ar. Palmyra	12:43p	8:33p
	Ar. Newark	12:52p	8:42p
	Ar. Lyons	1:01p	8:51p
	Ar. Clyde	1:10p	9:00p
	Ar. Syracuse	1:50p	9:40p

of local RDC service operated between Rochester and Buffalo, let alone seen photos. I was excited about this discovery, and hoped I would be able to learn more.

While organizing our library archive one winter weekend, I came across this photo from our Wallace Bradley Collection. It shows a shiny new RDC on display at Rochester station! A news clipping on the back of the photo confirms the “Beeliner” was displayed on April 24, 1952, just a few days before the start of this new service. Now I had photographic evidence to go with my new timetable discovery.

Our Library archive is full of discoveries like these waiting to happen. Unfortunately, we need to establish a permanent home before we can once again open the archive to members and public alike. Your museum trustees are working towards solutions that will not only preserve what we have, but allow us to expand and share the collection with the greatest number of people. This is just one of the many ways we work hard to preserve Rochester’s rich railroading heritage for future generations to enjoy.

—Otto Vondrak



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 www.rgvrrm.org and www.RochesterTrainRides.com for details.

March 18 – 80th Anniversary Museum Banquet

March 25 – Annual Rules Class at 40&8 Club

April 8 – Saturday Hands-On Training Day

April 15 – Easter Bunny Trains Special Event Day

May 14 – Sunday Hands-On Training Day

May 20 – Rails and Ales Special Event Day

June 10 – Saturday Hands-On Training Day

June 17-18 – Rochester Subway Heritage Weekend

July 15-16 – Craft Show and Train Rides

August 12 – Members Picnic at Industry Depot

August 19-20 – Viscose 6 Steam Engine Train Rides

August 26-27 – Viscose 6 Steam Engine Train Rides

September 16-17 – Diesel Days Weekend Train Rides

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

<https://tinyurl.com/2017-RGV-Train-Crew-Schedule>

<https://tinyurl.com/2017-RGV-Ground-Crew-Schedule>



**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 \$35.00 PER PERSON

AVAILABLE AT WWW.RGVRRM.ORG



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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ROCHESTER, NY 14692-3326



Find us on Facebook! facebook.com/rgvrrm



Museum volunteers helped replace the roof on the Livonia depot in the 1970s when it was the headquarters for the Livonia, Avon & Lakeville Railroad's steam passenger excursions. Volunteers operated a gift shop inside the depot to fund our future museum at Industry. ROCHESTER TIMES-UNION PHOTO