



Santa Claus greets visitors arriving at the North Pole Station... Icicles on the outside of NYC 19877 means a warm stove inside. OTTO VONDRAK PHOTO

Best Year Ever

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The results of our annual elections are posted on page 3, congratulations to the candidates who have been elected to serve. A few members have questioned why so many of our candidates run unopposed? What is the point of having an election? Your elections committee struggles to find enough suitable candidates to fill the slate each year. Perhaps some don't feel like they are up to the job, others may simply choose not to seek office. Currently we are operating without a Vice President because no one could be found to accept. Your board of trustees is seeking to appoint a candidate to serve the one year remainder of the term, so if you have someone to suggest, please let us know. As a reminder, the board meets the first Thursday of each month. Meetings are open to all members, and anyone can be added to the agenda.

We have enjoyed a period of substantial growth over the last three years. The

museum had more than 7,200 visitors this year, an increase of nearly 1,500 over last year. We'll share more details in our next edition, but you should all be proud of what we have accomplished together. Your board is already making plans to prepare for an even more successful 2018 season, and we want you to be a part of it.

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.

Do you have ideas to share with us 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

1937 **80** 2017

ROCHESTER & GENESEE VALLEY
RAILROAD MUSEUM

www.rgvrrm.org

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Santa Train TO THE NORTH POLE

ABOVE: Dave Shields and Dave Kehrer wave from the rear of our restored Erie Railroad caboose paused at North Pole Station. Thanks to the New York Museum of Transportation for allowing our trains to cross the property line to access our Midway facility. **RIGHT:** An excited visitor meets with Santa Claus at North Pole Station (which you may recognize as our Rochester, Lockport & Buffalo trolley waiting room). **BELOW:** Engineer Mark Wilczek and conductor Sam Rosenberg exchange greetings with Santa Claus at North Pole Station.



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MONTHLY PROGRAM

Beginning in September, meetings return to the newly renovated 40&8 Club located at 933 University Ave. in downtown Rochester, across the street from Gleason Works (parking is available in the Greek Orthodox Church next door to 40&8). Doors open at 7:00 p.m., allowing you to browse our Museum Book Store prior to the meeting which starts at 7:30. A cash bar is available for refreshments.

Our next meetings will be **January 18**, and **February 15, 2018**, programs to be announced. These events are FREE to attend, so bring a friend! Please contact me with your suggestions for future programs so we can begin planning our meeting calendar for 2018.

—Adam Lloyd, Program Chair

IN MEMORIAM: BERNIE CUBITT (1923-2017)

Bernie Cubitt, longtime member of both RGV and Rochester Chapter NRHS passed away on November 18 at age 94. Bernie was very active at our museum, creating our



The sisters of Alpha Sigma Alpha sorority at RIT helped staff our Santa Trains throughout the December. The volunteers pose for a group photo on December 9, 2017. OTTO VONDRAK PHOTO

first museum entrance sign, building a set of replacement windows for the Erie Stillwell coach, rehabbing parts for Rochester Subway Car 60, rebuilding the windows for our Rochester, Lockport & Buffalo waiting room now in use at Midway, and many other contributions over the years. He also helped save the old RL&B station in Spencerport and get it returned to its original location. It is now used as a local museum and is a popular stop for boaters along the Erie Canal.

Among his many interests, Bernie was a prolific artist, gardener, machinist, and model maker. He built large O gauge and S gauge model railroads in his basement, was an active member of the National Covered Bridge Society and the Canal Society, and was very active in the Peace Memorial Church and the Ogden Historical Society. Bernie was also a World War II veteran serving in the Air Force.

We offer our condolences to Bernie's family. He truly made the world a better place for his passing through.

—Rand Warner

IN MEMORIAM: GEORGE BAUERSCHMITT (1934-2017)

Another longtime museum member passed when we lost George Bauerschmidt on November 8 at age 83. Predeceased by his beloved wife, Rose. George was instrumental in helping the museum sal-

vage local abandoned sidings during our early years, always ready to provide heavy equipment from his brother's business City Tank & Pump, where he worked for many years. George helped us save rail and hardware from Murphy Bros. Lumber in Holley (arranged by Bill Reid), from the Rochester Subway siding behind Spring Sheet Metal at Averill Ave. in Rochester (arranged by Hank Pape), a Mobil Chemical siding in Macedon (arranged by Cal Bulman), a siding off Conkey Ave. in Rochester, a siding in Fancher along the Falls Road, some track from the old NYC Peanut line in Caledonia and LeRoy, some sidings and switches from the old Rochester Subway at the GM/Delphi plant off Driving Park, and many more projects.



George enjoyed exploring old railroads, including bicycle trips on the old PRR right of way from Scottsville to Mt. Morris and the NYC from Penn Yan to Dresden, as well as speeder trips on the out-of-service

Adirondack Railway above Beaver River. He was also an avid model railroader, with an extensive set-up of Lionel and Marx trains in his basement. He also collected railroadiana including many keys, locks, and lanterns.

We will all miss George, for his smile, his wit, and for all his hard work that has benefited the museum over the years.

—Rand Warner



ABOVE: The Santa Train pauses at North Pole Station on a snowy December 16. Scott Gleason decorated the station with festive lights. **ABOVE RIGHT:** John Guglielmo and a volunteer from Alpha Sigma Alpha dispense hot cocoa at Industry Depot. **RIGHT:** As evening falls, the magic of the North Pole comes alive.



Santa Train TO THE NORTH POLE



2017 MUSEUM ELECTIONS RESULTS

Our annual museum elections took place on November 16, with only 30 votes cast. Here are the results.

Mark Wilczek has been elected to the remainder of this term as Treasurer, which will be up for election again in 2018.

David Kaiser was re-elected to a three-year term as Trustee.

Rob Burz was re-elected to a three-year term as Trustee.

There was no candidate for Vice President on the ballot. Dave Peet received the highest number of write-in votes, but respectfully declined. The remainder of the tabulated write-in votes did not receive a plurality. The board will consider candidates for appointment to fill out the remain-

der of the term which is up for election in 2018. This committee would appreciate suggestions from our members. Any member in good standing may be considered.

Most positions run unopposed because not enough candidates can be found to fill the slate. If you are interested in serving on the board, please contact one of the members listed below.

—Presented on behalf of the Elections Committee: Mike Dow, Chris Hausler, Otto Vondrak, and Don Warwyzniak

SANTA TRAINS TO THE NORTH POLE A SOLD-OUT SUCCESS

Your museum closed out a successful operating season with three Saturdays of sold-out Santa Trains to the North Pole on

December 2, 9, and 16. Thanks to the New York Museum of Transportation for allowing our trains to cross the property line to access our Midway Station (which stood in for the North Pole). Thanks also to Dave Shields for coordinating with C.P. Ward to donate use of a portable light tower which was used to illuminate our parking lot through the evening hours.

Otto Vondrak coordinated decorations at Industry Depot, which consisted of festive lighting and a charming train display inside the waiting room, as well as lights around the boarding area. Jim Johnson and Mike Guglielmo installed two new exterior lights to illuminate the south end of the depot and increase safety at night.

Jim and Laurie Otto, with son Nick, helped decorate our cabooses with garlands

and colorful lights. Adam Lloyd and Jeremy Tuke made sure our kerosene lamps and markers were in top condition to help light the way and add authenticity to our night operations.

Mike Dow, Jerry Tusch, and Scott Gleason led the project to extend permanent electric service to our Midway Station (this is also part of the long-term plan to add signals and communications circuits as well). Scott Gleason also did a wonderful job adding lights and decorations to Midway.

Thanks to Dave Peet and Laurie Otto for helping staff the ticket window and greet our guests. "Snackmaster" John Guglielmo made sure we had plenty of hot cocoa and candy canes on hand and helped serve our young visitors, along with Laurie and Nick Otto. Operations Supt. Jim Otto made sure

we had train crews for the three Saturdays, and the sisters of RIT's Alpha Sigma Alpha chapter for helping on board the trains and at the North Pole. Joe Nugent made sure our trains were ready for service, and provided technical services as-needed. Mike Byrne and Matt Glogowski helped as parking attendants and crossing guards.

Trains originated from Industry Depot, departing at 4:00, 5:00, 6:00, and 7:00 p.m. Each departure was limited to 40 passengers, not only to help with loading and unloading the train, but also to ensure everyone had time for a personal visit with Santa Claus at the North Pole. The stoves kept our trains warm, Christmas carols were sung, and holiday cheer was enjoyed by one and all. We heard nothing but compliments from our visitors, many of which

were first-timers. It was a very nice way to close out what has been our most successful season of public operation ever.

Happy holidays to you all!

—Otto Vondrak, Event Coordinator

ROCHESTER GAS & ELECTRIC GE 110-TON SWITCHER No. 8

Rochester Gas & Electric No. 8 is a General Electric 110-ton diesel switcher acquired by the museum in 2008. Built in 1967, it toured the country as a demonstrator unit before it was assigned to the GE plant in Pittsfield, Mass. It was later sold to the Berkshire Scenic Railway in Lenox, Mass., who in turn sold it to RG&E in 1996. After the shutdown of Russell Station in 2007, the locomotive became surplus and was donated to our museum.



ABOVE: Visitors prepare to board the train at North Pole Station for the return trip to Industry Depot. The Erie and New York Central cabooses were chosen to give our visitors the most options for indoor seating. ABOVE LEFT: Dave Peet was our volunteer cashier for two Saturdays, helping to check in and welcome our visitors for the Santa Train. LEFT: Parents and children are all smiles after their visit to the North Pole! The coal stove kept the New York Central caboose warm and toasty despite 20-degree weather outside. OTTO VONDRAK PHOTOS

Santa Train TO THE NORTH POLE

We used RG&E No. 8 for a few switching operations in 2008 before several issues were discovered including thin air reservoir tanks, worn air compressor valve seals, broken traction motor support bolts, worn traction motor brushes, and a loose traction motor brush holder. The locomotive was also very dirty and packed with coal dust throughout from its years working at Russell Station. We took the engine out of service to make repairs.

Volunteers Ron Amberger and Joe Nugent replaced the valve seals in the locomotive's air compressors in 2009. All traction motor brushes were removed at this time and new brushes were purchased. Additionally, all air valves were removed from the locomotive and sent out for rebuilding.

New air reservoirs were purchased in

2010, thanks to grants from both the Amherst Railway Society and the NRHS. The air reservoirs were later installed and plumbed by Mike Walsh. Hand brake improvements were started in 2010 as well. They have yet to be completed.

Repairs were halted and the locomotive was stored outdoors until the inspection pit was completed. The pit would allow for easier access to the traction motors for brush holder repairs and brush installation. Replacement of the traction motor support bolts would also require the pit.

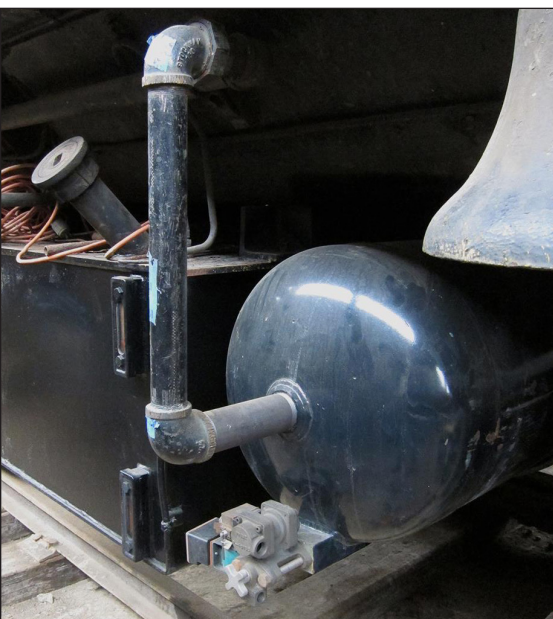
Since completion of the pit in 2015, and with the new open-air flatcar moved out, RG&E No. 8 was recently moved back into the shop for repair work to resume. Upon inspection this past November, it was found that rain water had entered the

#1 exhaust stack. As a result, the #1 turbo and exhaust manifold were full of water. The turbo sustained considerable damage. Luckily, the water didn't find any open exhaust valves. No standing water was found in any cylinders.

Work this winter will focus on putting the #1 engine back together. Traction motor work will also begin sometime soon. Once all repair work is complete, No. 8 will be repainted thanks in part to a grant from the Amherst Railway Society. The locomotive will be restored back to the solid red paint the unit wore as it toured the country as a demonstrator unit.

Please contact me if you would like to help restore this locomotive to service over the coming year.

—Joe Nugent, Motive Power Supt.



GENERAL ELECTRIC

Rochester Gas & Electric No. 8 has been placed inside the shop this winter to complete repairs to the motors and brakes. This locomotive was acquired in 2007 and used on a limited basis until it was sidelined for repairs. ABOVE LEFT: Work to replace the air tanks and run new pipes began in 2010, thanks in part to a grant from the Amherst Railway Society. Now that we have the inspection pit inside the shop, the rest of the work can now be finished. ABOVE: No. 8 is a General Electric 110-ton diesel switcher that toured the country as a demonstrator unit, and later worked the GE plant in Pittsfield, Mass. RICK SELVA PHOTO LEFT: RG&E No. 8 on display in the Upper Yard in 2016. The unit is still wearing the same paint applied by Berkshire Scenic Railway Museum more than 20 years ago.



Industry Depot was built by the Erie Railroad in 1909 to serve the Industry School that had opened across the street. The last passenger train called on Industry in 1941, and the railroad sold the depot to our organization in 1971. Over the last forty-six years, our volunteers have been steadily working to improve and expand our museum and its collection, with the depot serving as the cornerstone. We thank you all for your support, and look forward to another successful season in 2018. OTTO VONDRAK PHOTO

NEW PORTAGE BRIDGE OPENS

After two years of construction across a 235-foot-deep river gorge in Letchworth State Park, Norfolk Southern has begun operating trains across the new Portageville Bridge on its Southern Tier Line.

Known regionally as the Portage Bridge, the 963-foot-long steel arch railroad span will support economic growth and jobs across New York's Southern Tier region, connecting businesses from Buffalo to Albany with markets east and west. The new bridge will speed up train traffic and enable Norfolk Southern to run heavier rail car loads over the line, eliminating a major rail bottleneck for freight shippers.

The \$75-million single-track bridge, which spans the Genesee River Gorge, was funded through a public-private partnership among Norfolk Southern, the New York State Department of Transportation, and the Federal Highway Administration.

At 2:20 p.m. Monday, Norfolk Southern's 36T, an eastbound general merchandise train running from Buffalo to Allentown, Pa., with stops in Corning and

Binghamton, N.Y., became the first to run across the new bridge.

"This is a very exciting day for Norfolk Southern and for the future of freight rail service in New York's Southern Tier region," said James A. Squires, chairman, president and CEO. "The successful completion of this bridge is an excellent demonstration of how the public and private sectors can work together on freight transportation projects that generate significant public benefits and are vital to U.S. commerce. It's also a testament to Norfolk Southern's robust bridge program and the ingenuity of engineers and railroaders."

The design and construction budget for the bridge project included \$15.5 million provided through New York State, including a \$2 million grant from the Finger Lakes Regional Economic Development Council and \$13.5 million in state and federal funds through the New York State Department of Transportation; and \$59.5 million from Norfolk Southern.

The bridge's arch design minimizes the railroad's environmental footprint in the

Genesee River Gorge and complements the scenic vistas found in Letchworth State Park. The trestle originally constructed by the Erie Railroad in 1875 will be dismantled over the next few months.

—Norfolk Southern Corp.

ANNUAL BANQUET MARCH 17, 2018

Mark your calendars for Saturday, March 17, 2018, for our annual Museum Banquet at the River's Edge Party House off Scottsville Road. We hope you can join us for our annual dinner and awards ceremony. We have a very special guest planned as our keynote speaker... Stay tuned for details in our next edition!

SEASON'S GREETINGS

From all of us at the Rochester & Genesee Valley Railroad Museum, please accept our warmest greetings of the season, and best wishes for a happy New Year.

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The first trains crossed the new arch bridge over the Genesee River Gorge at Portageville, N.Y., on December 11, 2017. The old trestle completed by the Erie Railroad in 1875 will be dismantled this winter, compelling the project. PHOTO BY JOHN KUCKO DIGITAL