

NEXT MEETING:
October 18
Dave Shields presents
AAPRCO 2017
Rare Mileage Trip



Taking advantage of the fall season, our Pumpkin Patch Trains and Trick or Treat Trains are slated for the month of October. Last year, we broke all records with daily attendance for these events. Your museum needs your volunteer help to make these events a success.

The Fall Season

INSIDE

| | |
|-------------------------|---|
| 2018 RGV Schedule . . | 2 |
| Steam Train Rides. . . | 3 |
| Diesel Days | 3 |
| Oktoberfest. | 4 |
| Finger Lakes Limited . | 4 |
| Restoration Updates . . | 5 |

It's been a busy couple of months around the museum! For the second year in a row, your museum hosted two weekends of steam locomotive operation, thanks to our countless volunteers who helped host Scott Symans and his Viscose Co. No. 6 on August 18-19 and 25-26.

Our annual Diesel Days celebration moved to September 15-16 weekend, and we were pleased to honor the memory of member John Redden's father Gene by naming Nickel Plate 79 in his honor. I was unable to attend the dedication because I had a wedding to officiate, but I want to share a memory. Gene Redden was there 30 years ago helping me run my first engine at age 12. He was a fine engineer and a great man who helped many at the museum and in the industry. On the railroad having an engine named after you is a great honor and I can think of no better way to remember him. To celebrate the 20th anniversary of Diesel Days, we operated former Livonia, Avon & Lakeville RS-1 no. 20 all weekend. We hosted a new event on September 22

with Oktoberfest Rails & Ales, featuring more than a dozen local craft brewers. On September 23 we operated the "Finger Lakes Limited" excursion out of Canandaigua on the Finger Lakes Railway, with both trains sold out to capacity.

We have a very busy fall season coming up starting with two weekends of Pumpkin Patch Train Rides on October 13-14 and 20-21. On October 27, we'll be trying some new with our afternoon Trick or Treat Train Rides. This is our busiest time of year, and we could really use your volunteer help to make this a success. Whether you contribute a couple of hours or a couple of days, every bit helps. So far we have enjoyed a great season with above-average revenue. As always, I look forward to your feedback on what we can improve and add to our museum experience. 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. I'd like to hear from you!

—Mike Dow, Museum President



www.rgvrrm.org

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2018 R&GV SCHEDULE

Please note some dates and activities are subject to change.

Oct. 13-14 – Pumpkin Patch Train Rides
Oct. 20-21 – Pumpkin Patch Train Rides
Oct. 27 – Trick or Treat Train Rides

Dec. 1, Sat. – Santa Train Rides
Dec. 7, Fri. – Holiday Open House
Dec. 8, Sat. – Santa Train Rides
Dec. 15, Sat. – Santa Train Rides

RochesterTrainRides.com

CALL FOR CANDIDATES

This year all the officers and two trustees are up for election. I have reached my three-term limit and will not be running for any position, so I will head the Elections Committee. Any member in good standing can be nominated for any position. Please contact me at mdow@rochester.rr.com or call me (716) 474- 2833. The ballot will go out in the November issue, and elections will be held during our meeting on November 15, 2018. —Mike Dow, Chairman

President
Vice President

Corresponding Sec'y
Recording Sec'y
Treasurer

Trustee Position
Trustee Position



Friends and family gathered on September 15 to attend the dedication of Nickel Plate Road 79 to the memory of longtime museum member Gene Redden. John Redden (LEFT) accepts a bronze plaque (like the one affixed to NPK 79) during a brief ceremony held as part of our Diesel Days celebration.

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VACANT

MONTHLY PROGRAM

For the fall and winter months, monthly meetings return to the 40&8 Club, 933 University Ave. We are now seeking programs for the upcoming season. The Program Committee Chairman position remains vacant, please contact Mike Dow if you would like to volunteer to coordinate our monthly meeting programs.

On October 18, member **Dave Shields** will present a slide show of his trip aboard the private car *Federal* (owned by members Dave and Janet Luca) traveling to the American Association Of Private Railroad Car Owners (AAPRCO) 2017 annual convention in Burlington, Vermont. A portion of the trip included rare mileage over the Finger Lakes Railway.

REAL STEAM TRAIN RIDES WITH VISCOSE 6

Scott Symans and the Viscose Co. No. 6 returned for two weekends in August, providing the only steam-powered excursions in New York State (since the Arcade & Attica has taken their steam locomotive out



Your museum was host to the only active steam operation in New York State for two weekends this past August. Viscose Co. No. 6 gets its water tank and coal bunker topped off between runs during our steam event on August 25. Many volunteers worked together to make this event a success!

of service for repairs). Thanks to a special payment agreement with New York Museum of Transportation, we were able to run an extended trip beyond Midway up to BOCES Crossing and return. In the Upper Yard our visitors were entertained by live bluegrass music by **Mike Kornrich** as well as blacksmithing demonstrations by local artist **Joseph Griffin**. A slightly modified 45-minute schedule allowed us to run the same amount of trains, but finish up the day a little earlier. The first Saturday we held a special steak cookout for train crew and volunteers, thanks to **Jim Otto** (and grill-master **Jeremy Tuke**)! The second Saturday we enjoyed a delicious barbecue dinner catered by **3 Legged Pig** in Lakeville (a past sponsor of our Fall Foliage trips).

Despite spectacular efforts by our volunteers, total attendance for this event was less compared to last year. We will be evaluating the event to see how we can improve the overall experience for visitors and volunteers alike for next year.

20th ANNIVERSARY DIESEL DAYS CELEBRATION

Your museum hosted its first "Diesel Days" back in 1998, when operation of our full-size equipment was a rare novelty, compared to the usual Sunday public track car operations. Diesel Days quickly grew to become our most popular event, often drawing the highest attendance of the season. In the early years, it was not un-

common to see up to three or four different locomotives operating at once. This would not have been possible without the dedication of so many volunteers who worked tirelessly to not only acquire but also keep our historic fleet in running condition. Over time, it became difficult to make Diesel Days stand out as a unique event as track cars were eliminated and diesel-powered train operations increased.

As your museum is continually updating the operating schedule with new and exciting special events, the decision has been made to retire the annual Diesel Days event after this season. On September 15 and 16 we celebrated the 20th Anniversary of Diesel Days with the operation of former Livonia, Avon & Lakeville Alco RS-1 no. 20 (LAL 20 for the 20th... get it?). On Saturday, we honored the memory of long-time member **Gene Redden** by naming Nickel Plate Road 79 in his honor. The Redden family donated the locomotive to the museum in 2016, and we are working towards returning the Alco switcher to active service once again.

We capped off Saturday activities with a special night photo session orchestrated by Steve Barry, editor of *Railfan & Railroad* magazine. Twenty photographers met up after dark to photograph a variety of scenes in the Upper Yard including RG&E 1941 and LAL 20.

—Otto Vondrak, Visitor Ops Supt.



LEFT: Based on the successful Rails & Ales hosted in May, your museum hosted Oktoberfest Rails & Ales on September 22. More than a dozen local craft brewers took part, and every train was sold out.

BELOW LEFT: Local musician Eric Schwarz provided entertainment on board the open-air flatcar throughout the day.

BELOW: Six of the breweries were hosted inside the Restoration Shop to protect against inclement weather.



OKTOBERFEST RAILS & ALES

Due to overwhelming popular demand, your museum has added a second craft beer event to the operating season. This event will be very much like our popular Rails & Ales event in May, but with a different seasonal twist celebrating the fall season.

Participants included West Shore Brewing, Lost Borough Brewing, Swiftwater Brewing, Embark Craft Ciderworks, Honeoye Falls Distillery, Iron Tug Brewing, OSB Ciderworks, Railhead Brewing, Brindle Haus Brewing Co., Trip-hammer Bierwerks, Sager Beer Works, K2 Brothers Brewing, and the Upstate New York Homebrewers Association. The event is co-sponsored by the Rochester Beer Blog. Trains were nearly sold out the entire day, and patrons enjoyed lively

renditions of traditional German and English beer hall songs from local musician **Eric Schwarz** on the accordion.

—Otto M. Vondrak, Events Supt.

"FINGER LAKES LIMITED" RARE MILEAGE TRIP SEPTEMBER 23

While we were unable to operate our Empire State Express coaches on the Livonia, Avon & Lakeville this year, your museum hosted a successful rare-mileage excursion departing Canandaigua on the Finger Lakes Railway on September 23. Using FGLK equipment and train crews, we operated two trains departing at 11:00 a.m. and 2:00 p.m., operating on a two-hour round-trip schedule to Clifton Springs and return. The trip operated on a portion

of the old New York Central Auburn Road Branch that has been freight-only since 1958. One coach of the three-car train was reserved for a special on-board beer tasting conducted by local craft breweries, including Canandaigua's Peacemaker Brewing and Naked Dove Brewing.

Due to the limited seating of 200 per train, both run sold out more than a month in advance. Thanks to Deborah Carbin for acting as our liaison between our organization and the railroad, and thanks to FGLK's Bruce Habberfield for providing the liaison between our volunteers and the train crew. Everyone came away happy from the experience, and we look forward to considering the Finger Lakes Railway route for another fall excursion in the future.

—Otto M. Vondrak, Events Supt.



Finger Lakes Limited

RIGHT: Car Host Lynn Heintz greets a guest aboard the Finger Lakes Limited. This was our museum's first excursion operated with the cooperation of the Finger Lakes Railway.

BELOW: The Finger Lakes Railway provided the crew and the trainset, consisting of former Canadian National coaches retired by VIA Rail in the mid-1990s. Two round-trips operated along the former New York Central Auburn Branch between Canandaigua and Clifton Springs on September 23. PHOTO BY PETE SWANSON



PUMPKIN PATCH TRAIN RIDES

Once again, your museum will be hosting **Pumpkin Patch Train Rides on October 13-14 and 20-21**. Trains will depart every half hour from Industry Depot for a ride to the "pumpkin patch" in the Upper Yard. This year, we were able to get larger pumpkins from local supplier Gro-Moore Farms. Duke's Donuts from Buffalo will be selling hot and fresh donuts alongside our complimentary cider and cookies in the Restoration Shop. The popular petting zoo returns again at Industry Depot.

Trying something new this year, we'll be offering special **Trick or Treat Train Rides on October 27** from 2:00 to 7:00pm. Visitors are encouraged to arrive in costume and trick or treat around our museum grounds! Complimentary cider and

cookies will be offered in the Restoration Shop. This is a perfect Halloween event for younger visitors that is "not too scary!" Please consider volunteering to help make these events a success.

SANTA TRAINS TO THE NORTH POLE

Train rides to visit Santa and Mrs. Claus at the "North Pole" return on **December 1, 8, and 15**. Visitors will arrive at the depot to enjoy complimentary hot cocoa and cookies while waiting to board their train. Upon arrival at the North Pole, visitors will disembark for a special visit with Santa and Mrs. Claus! Every child will get to meet Santa and receive a candy cane from one of Santa's elves. As evening turns to dark, the soft lighting of kerosene lamps inside the

caboose adds to the festive atmosphere. Trains depart every hour from 4:00pm to 7:00pm. This is one of our most popular events of the season, tickets are already selling quickly! Reserve your tickets now at www.RochesterTrainRides.com.

ERIE RAILROAD "STILLWELL" COACH 2328

Our distinctive arch window coach was one of hundreds of coaches that made up the Erie Railroad's commuter fleet used in suburban New Jersey (and occasionally on the Rochester Branch). Built by the Standard Steel Car. Co. of Hammond, Ind., in June 1926, the car follows the distinctive design created by Lewis Buckley Stillwell, a pioneering electrical engineer and industrial designer who consulted for the transportation industry for many years.

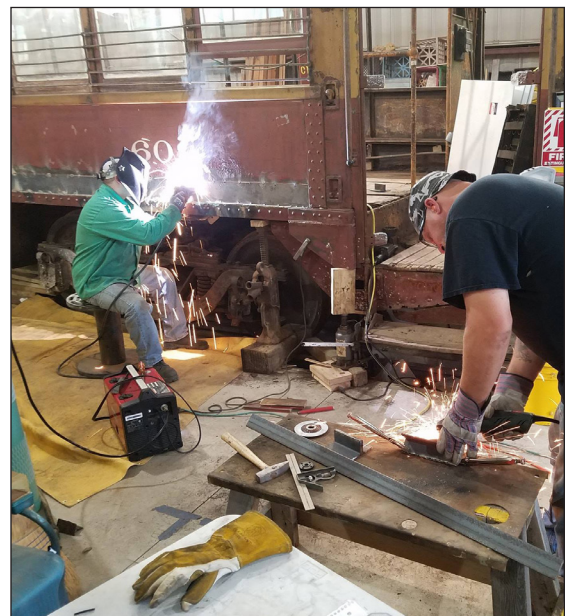
Coach 2328 eventually found its way into company service for Erie Lackawanna and was retired by Conrail in 1982. Spotted by museum volunteers at Schulman & Sons scrap yard in Elmira, N.Y., the car was donated in 1985. It was delivered to Industry in 1986, and evaluated for restoration. New steel panels below the belt rail were installed in 1996 and 1997. With the interior completely gutted, the intervening years saw the car used for storage and as a temporary workshop for tasks such as reupholstering the seats of our "Empire State Express" cars or rehabbing windows for Rochester Subway Car 60.

Thanks to the generosity of **Fred Stillwell** (great-grandson of L.B. Stillwell) and the **Stillwell Family**, we have completed the first phase of restoration to return this



ABOVE: On October 6, volunteers Joe Steimer and Sam Rosenberg apply primer to cleaned metal surfaces inside the Lehigh Valley caboose.

ABOVE RIGHT: Work continues to repair side body panels on Rochester Subway car 60, thanks to volunteers from Sheet Metal Workers' Local 46 on September 25.



RIGHT: Thanks to a generous donation by the Stillwell Family, the roof of Erie Railroad "Stillwell" Coach no. 2328 was cleaned, sandblasted, primed, and painted by Blastec during the last week of September. This is the first step towards the restoration of this coach to operation.



coach to active service. During the last week of September, mobile sandblasting contractor Blastec powerwashed, sandblasted, primed, and painted the roof of the coach. Not only will this help protect the structure, it will also make performing future roof repairs much easier. The next steps include assessing the body and windows to make the car weather-tight. Once again, we thank the Stillwell Family for their generous support of this project, and look forward to more progress in the future.

LEHIGH VALLEY CABOOSE RESTORATION UPDATE

Progress continues on LV 95100 while the warm weather lasts. Volunteers are focusing on surface preparation and then priming of interior metal surfaces so that we can get the surfaces primed before the cold weather sets in. **Joe Steimer** has been helping with the interior surface preparation and priming and **Charles Bell** has been applying some "icing" to the exterior

to hide the weld seam where we replaced rotted sheet metal.

We are planning on continuing with restoration work through November and December. Cold weather work will include reassembling the interior tongue and groove walls, repairs and re-installation of the ice box, and examining what's going to be in store for us in the undercarriage. **Joe Nugent** has completed CAD drawings for new steps to be fabricated and installed at a later date. If you are interested in helping contribute towards this project, please contact me (See page 3).

—Sam Rosenberg, Project Mgr.

BR&P CABOOSE 280 PAINTING CONTINUES

With exterior painting largely completed during the summer, volunteers are turning their attention to the interior. Based on conversations with several historians, the cor-

rect interior finish color for Buffalo, Rochester & Pittsburgh cabooses was a deep green, rather than the light gray and cream colors we are accustomed to on more "modern" cars. Volunteers have begun painting the interior of BR&P 280 a pleasing shade of olive green, with an eye towards finishing the first coat before the cold weather sets in. **Charlie Marks** is overseeing the installation of new windows, and is preparing for the installation of a new membrane roof in the spring. The team is working towards having the caboose make its first test trips on our museum railroad in 2019.

—Charlie Marks, Project Mgr.

RG&E No. 8 REPAIRS

Joe Nugent and **Dave Scheiderich** have been working to clean out the compartment under the cab of Rochester Gas & Electric GE 110-tonner No. 8 over the last few weeks. Volunteers had to cut out the

PROPOSED BY-LAWS CHANGE

Article VI: Duties of Officers

President's duties are to:

- 1.1. Preside at all regular and special meetings of the RGVRM and the board.
- 1.2. Appoint members to the standing committees as named in Article VII.
- 1.3. Appoint ad hoc committees to carry out special RGVRM projects.
- 1.4. Oversee the Operation of the committees and other RGVRM activities.
- 1.5. Present a written annual report to the RGVRM membership.
- 1.6. Shall not take on a high-level management position with the museum structure, such as, but not limited to, museum manager, superintendent, department head.

Treasurer's duties are to:

- 5.1. Maintain complete, accurate, up-to-date and legible financial records on a monthly basis for the RGVRM. This includes member's dues, RGVRM expenses and donations to the RGVRM, In addition, similar, separate full records for all special accounts or funds, which may be established by the RGVRM.
- 5.2. Present a report of the RGVRM's financial status at each regular meeting and at other times as required by the RGVRM or by law.
- 5.3. Be the sole person to pay the RGVRM's bills and obligations as authorized by the board, and as requested and documented by the appropriate committee or officer.
- 5.4. Collect monies for and outstanding bills owed the RGVRM.
- 5.5. The Treasurer shall receive all monies donated for the educational, scientific and historic purposes of the RGVRM, shall maintain the same in separate accounts, provide separate records and reports and see that the said monies are used for such purpose.
- 5.6. A person, persons, or corporation may be designated to handle duties outlined in above paragraphs 5.3, 5.4 and 5.5. That designation must be previously approved by the board and ratified by the membership at the next regular monthly meeting, a quorum of at least 25 (and not 15%) is needed for this action and notification of this vote, and including who the designated party will be. This must be sent out in writing or electronically to the membership at least 10 days prior to the monthly meeting.
- 5.7. Shall not take on a high-level management position with the museum structure, such as, but not limited to, museum manager, superintendent, department head.



resistor mount in order to get to the wall behind it. It will be replaced with a piece of phenolic so that it won't rot out again. Also completed some needle scaling to clear away all the flaky rust and corrosion. This gives a better view of the damage to the steel cab. Years of switching coal hoppers at the power plant caused the body to fill with coal dust that held in moisture and caused the rot. Work will continue through the cold weather months with an eye towards priming and painting the interior compartment in the spring.

—Joe Nugent, Motive Power Supt.

ROCHESTER SUBWAY CAR 60 SHEET METAL REPLACEMENT

Project manager **Rand Warner** has formed a relationship with **Sheet Metal Workers Union Local 46** to perform the next phase of repairs to the body of Rochester Subway Car 60. **Peter Gores** adjusted

the jacks supporting the body to ensure the frame is square and level. Work began at the end of August to remove the bottom six inches of corroded body panels from the hundred-year-old trolley car. New steel is being welded in place, helping to strengthen the body. This portion of the work is fully funded by donations, with labor donated by the union's apprentice program. Once repairs are completed to the body panels, volunteers will draft up a proposal to replace the roof.

Car 60 was built in 1916 by Cincinnati Car Co. for New York State Railway's Utica Lines. The fleet of 12 cars were transferred to Rochester and entered service on the Subway in 1938. Donated to our organization after the shutdown of service in 1956, Car 60 was loaned to the Rail City Museum. It was finally returned to Rochester and to our museum in 1998. The car was partially disassembled and some work

was performed to stabilize the car years ago. Restoration resumed in 2016 with the fabrication and installation of a new letter-board C-channel.

—Rand Warner, Project Mgr.

WELCOME OUR NEW BUILDINGS & GROUNDS SUPT.

Please welcome **Charlie Marks** as our new Buildings & Grounds Supt. Thanks also to **Mark Wilczek** for his years of service in that position. Charlie will be helping coordinate projects related to our buildings and grounds, with the support of our volunteers. His contact information can be found on page 3.

—Mike Dow, President

WWW.RGVRM.ORG
FACEBOOK.COM/RGVRM
YOUTUBE.COM/RGVRM



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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Find us on Facebook! facebook.com/rgvrrm



Former Livonia, Avon & Lakeville no. 20 poses by the Baltimore & Ohio color-position light signal on September 15. As part of our Diesel Days 20th Anniversary celebration, your museum hosted a special night photo session with lighting set up by Railfan & Railroad editor Steve Barry. About 20 photographers enjoyed multiple set-ups around our museum grounds, and the event generated additional revenue for our museum. PHOTO BY DUNCAN RICHARDS