

# THE SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 62 No. 1  
JANUARY 2019

**NEXT MEETING:**  
**January 17**  
David J. Monte Verde  
presents "Memories of  
DL&W's Phoebe Snow"



# 2018 in Review



www.rgvrrm.org

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The official publication of  
the Rochester & Genesee Valley Railroad Museum

Volume 62, No. 1

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PRINTING AND MAILING

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PHOTO BY CHRIS HAUF

# Message from the President

First, I'd like to thank past president Mike Dow for his hard work and dedication to help grow the organization over the last few years, and to John Stewart for filling the role on an interim basis at the end of the year. This is a strange turn for me; after more than 13 years as your faithful newsletter editor (and many more as a Trustee), I now address you as President of our organization, and I am humbled by the trust placed in me.

I grew up downstate, where the commuter trains on Metro-North's Harlem Line sparked my interest in railroading. Soon I learned about the legacy of the New York Central, and thus began my interest in history. As a kid, I tried to visit every tourist railroad and museum in the Northeast I could find with my parents.

I first came to Rochester in 1995 to attend RIT for graphic design. About a month into classes, one of my professors said to me, "You know there's a train museum just a few miles down the road from here, don't you?" It wasn't long before I made my first visit and began my foray into the world of railway preservation.

So much has changed in those twenty-plus years, building upon the hard work of the volunteers who came before us. To put it all in perspective, I remember when another member told me about his return to Rochester in 1994 after a nearly 20-year absence from the museum and was amazed at the progress then. Can you imagine what the museum will look like twenty years from now?

Several restoration projects are making great strides towards completion, including the Buffalo, Rochester & Pittsburgh caboose 280 (Charlie Marks, Mgr.), Lehigh Valley caboose 95100 (Sam Rosenberg, Mgr.), Brooklyn Navy Yard 0-4-OT 12 (Joel Shaw, Mgr.), Rochester Subway Car 60 (Rand Warner, Mgr.), and Kodak GATX Tank Car 52 (John Redden, Mgr.). As these projects are finished, your board is taking a serious look at protecting our investment by putting more of the collection under cover. Several options are being explored as part of our long-term growth.

Your museum is also exploring additional revenue streams to augment our income. Everything from additional excursions, to a longer museum season, to bigger, high-profile events are being considered.

We can't do it alone. We need your help and support throughout the year to make our museum a success. Whether you are an active volunteer, make a financial contribution, or simply support RGVRRM with an annual membership, we thank you. It may sound corny to you, but truly every contribution matters.

I've learned so much as we build upon the foundation provided for us by previous volunteers. As we move forward, what is most important to you? I would like to hear your reactions and what you think we should focus on. You can always contact me by phone at (585) 820-2341 or by email at ovondrak@yahoo.com. I look forward to hearing from you!

—Otto M. Vondrak, President

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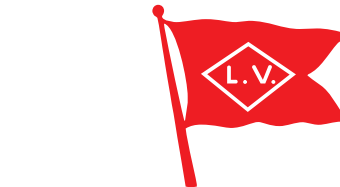
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**MONTHLY PROGRAM**

Join us for our monthly meetings at the 40 & 8 Club, 933 University Ave., Rochester, N.Y. Free parking in Greek Orthodox Church parking lot next door. Doors open at 7:00 p.m. Brief business meeting followed by entertainment program. Cash bar available and browse our museum bookstore. These events are FREE and open to the public, so bring a friend!

On **January 17**, **David J. Monte Verde** will present the history of the *Phoebe Snow*, Lackawanna's streamlined passenger train that operated between Hoboken and Buffalo from 1949 through 1960 (and again from 1963 to 1966 under Erie Lackawanna). Bring your Lackawanna and Erie Lackawanna artifacts to display!

On **February 21**, **Joseph Cermak** will share his drone photography of Rochester, Western New York, and beyond. Joe is a mechanical engineering student at the Rochester Institute of Technology, and has been interested in railroad photography for many years. Bring your General Electric artifacts to display!



Photographer Mike Stellflug presented at our December 20 meeting, sharing his rare photos of Conrail operation on the former Lehigh Valley Lima Branch from 1976 through 1981.

On **March 21**, member **Mike Byrne** will present the history of Kodak Park Railroad operations in the 1970s and 1980s. This was the private industrial railroad that served the sprawling Kodak Park plant until contracted out in 2007. Bring your Kodak items to display!

If you have ideas for future presentations, please contact me. Thank you.

—*John Stewart, Program Chair*

**MARCH 23  
ANNUAL MUSEUM BANQUET**

Please join us on Saturday, March 23, and the River's Edge Party House off Scottsville Road near the airport for our Annual Museum Banquet, with special guest speaker to be announced.

This is a night you won't want to miss! Not only will we celebrate the rich heritage of our organization, but we will also look forward to the future. Doors open at 6:00 p.m. for cocktail hour (cash bar), dinner seating begins at 7:00 p.m. Award presentations, guest speaker, and dessert service follow buffet dinner. Proceeds from the event go towards funding our various museum activities and restoration projects. Seats are limited! Tickets will be available only on our web site at [www.rgvrrm.org](http://www.rgvrrm.org).

**MARCH 30 - ANNUAL RULES CLASS**

Our 2019 Annual Rules Class will take place Saturday, March 30, 2019, at the 40&8 Club, located at 933 University Ave., in Rochester, N.Y. The class begins at 8:00 a.m., and if you expect to take all three parts, plan on staying until at least 4:00 p.m. to complete your tests.

Safety Rules are required for ALL museum volunteers, while Operating and Air Brakes are required for all train crew volunteers. 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 safety rules, radio rules, and 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. You must bring a pen in order to complete the tests at the end of each session. Bring your Rulebook and Timetable so it may be updated (if you don't have one, these books will be issued to you, so bring a three-ring binder).

The class is FREE to attend, but you must RSVP to Rules Examiner David Scheiderich by email at [boblenon@gmail.com](mailto:boblenon@gmail.com) so we have enough class materials for everyone attending.

**VOLUNTEER  
HANDS-ON TRAINING  
APRIL 13**

Hands-on training for train crews and museum volunteers will take place on April 13. Those interested in helping on train crew (car host, brakeman, conductor, engineer) need to complete Rules Class prior to hands-on training. Orientation for museum volunteers such as cashiers and tour guides will be available as well.

We depend on your support to keep the museum open to the public on a regular basis. Please consider attending training to not only help learn new skills, but to help other volunteers learn from your experience. If you plan on attending hands-on training, please RSVP to Otto Vondrak at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com). ☺

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# 2018 In Review

**January 2018:** Member Dave Coon presented his slide show of photos from along the Southern Tier in the Erie Lackawanna and Conrail days at our monthly meeting. Otto Vondrak presented the 80-year history of our organization at the Strong Museum on January 20.

**February 2018:** Volunteers Jeremy Tuke, John Guglielmo, John Redden, and Otto Vondrak helped clear out the depot basement to prepare for the directional bore to reconnect to the sewer system. Project Manager Joel Shaw continued work on repairing the wooden cab interior inside Brooklyn Navy Yard No. 12, while Norm Shaddick removed paint from the rods. Cupola window framing and trim in the Buffalo, Rochester & Pittsburgh caboose was installed by Charlie Marks. Rob Burz installed rails to attach protective tarps to rider flatcar L&BR 23.

**March 2018:** David Scheiderich conducted our Annual Rules Class on March 3. On March 4, Don Wawrzyniak and others manned our booth at the Dome Arena Train Show. Charlie Marks framed out the cabinet for the water basin inside BR&P caboose 280. Rob Burz made more progress on the installation of tarps for L&BR 23. Additional wood pieces were replaced and repaired inside the cab of BNY 12 by Joel Shaw. On March 10, we hosted our Annual Museum Banquet featuring WROC-TV reporter and railroad photographer John Kucko as our guest speaker. The last carload of coal was unloaded at Kodak Park's power plant on March 13. On March 24, Tim Gifford and Scott Gleason made minor repairs to our Case backhoe. On March 25, Don Wawrzyniak, Dave Shields, Lynn-



**ABOVE LEFT:** We hosted Easter Bunny Train Rides on March 31 to sold-out capacity crowds.

**ABOVE:** Volunteer Joel Shaw is the project manager leading the cosmetic restoration of Brooklyn Navy Yard 0-4-0T no. 12, built by Vulcan in 1918.

**RIGHT:** Dave Scheiderich led our first Rules Class of the year on March 3, with more than 35 attendees (BELOW).



Heintz, and Chris Hausler manned our booth at the Batavia Train Show. Jeremy Tuke led efforts to power-wash the walls of the depot basement and then apply waterproofing sealant. Our first public event of the season was our sold-out Easter Bunny Train Rides on March 31.

**April 2018:** A second make-up Rules Class was conducted on April 7 by Jim

Otto. Our first hands-on volunteer training of the season was conducted by Supt. Jim Otto and Otto Vondrak on April 14. NYMT president Charlie Lowe presented an exciting all-color show of Rochester Subway slides he has purchased off eBay over the years at our April 19 meeting. On April 24, MDT 12549 was brought into the shop for minor repairs to the coupler cut lever by



**LEFT:** Our Annual Museum Banquet was held at the River's Edge Party House on March 10, with WROC-TV's John Kucko as our guest speaker. John (BELOW LEFT) shared his wonderful photos from Letchworth Park and beyond.

**BOTTOM LEFT:** During his brief visit from California, Chris Hauf lent a hand to Joe Nugent helping change out a balky air valve on MDT 12549 on April 27. Many volunteers pitched in to get our freight equipment ready for our Members' Picnic Photo Freight.

**BOTTOM:** Jim O'Keefe passes the highball signal to Jeremy Tuke as our RGV Local Freight performs a photo run-by at Switch 6 for members and professional film crews alike on April 28. The special train was staged as part of a documentary about ice-cooled refrigerator cars.



Mike Dow, replacement of air brake hoses by Joe Nugent, and swapping out the air valve by Joe Nugent and Chris Hauf. On April 27, Otto Vondrak cleaned the air cup on FGEX 50220 and Chris Hauf installed new air brake hoses, while Joe Nugent and Charles Bell pre-lubed USA 1843. On April 28, a film crew from IEEE (Institute of Electrical and Electronics Engineers) REACH (Raising Engineering Awareness through the Conduit of History) Program came out to record footage of our refrigerator cars for short documentary segments intended for high school audiences. This activity was combined with our Annual Members Picnic.

**May 2018:** Scott Gleason assisted NYMT with temporary repairs to help clear downed trolley wire north of Midway

station. Volunteer Rob Burz installed safety chains on the ends of our Penn Central transfer cabooses. Switching moves were performed on May 4 to rearrange items in the Upper Yard and prepare for the Boy Scout event, thanks to Jerry Tusch, David Kehrer, Adam Johnson, and Otto Vondrak. On May 5, more than 150 Scouts from Seneca Waterways Council Black Creek District attended a special Railroad Camporee, organized by Otto Vondrak. Diesel shuttles operated between BOCES Crossing and the Restoration Shop, thanks to Adam Johnson, Frank Gough, David Kehrer, and John Redden. Joe Nugent and David Sheiderich conducted tours of the Restoration Shop and the Upper Yard. On May 12, Mike Dow and David Kehrer replaced ties at Switch 6. Nick Otto and Tyler

Mullen cleared debris from the depot basement stairwell, while Charlie Marks tackled repairs to the threshold of the southwest entrance. Rand Warner scraped paint from the boiler of BNY 12 on May 12, while Joel Shaw worked on the cab. Dave Coon arranged for Rush Volunteer Fire Dept. to conduct fair extinguisher training for our volunteers on May 12. Members enjoyed rides on our museum railroad during the May 17 meeting at Industry. On May 18, we hosted another successful and sold-out Rails & Ales event featuring more than a dozen local craft breweries.

**June 2018:** Project Manager Sam Rosenberg installed nailer boards inside the southwest corner of Lehigh Valley caboose 95100 on June 2, while Norm Shaddick scrapped rust and grime from the frame of

BNY 12. Supt. David Kehrer performed routine track inspection north of Switch 6 on June 2. Rob Burz installed new steps on the northwest exit of rider flat L&BR 23 on June 9, while volunteers Norm Shaddick, Rand Warner, Joel Shaw, and Dave Luca worked on getting our Trackmobile started so it could be used later in the season. Dave Luca applied the first coat of exterior paint to the west side of BR&P caboose 280 on June 14. One June 16-17, we operated Fathers Day Train Rides, featuring an exhibit of a restored 1957 GM Transit bus provided by Regional Transit Service. One June 21, Mike Dow and Jim Johnson helped activate LV 211 and LA&L 20 to



**RIGHT:** Mike Dow and Dave Kehrer swapped out ties at Switch 6 on May 12.



**TOP LEFT:** On May 5, more than 150 Boy Scouts attended the Spring Railroad Camporee, which included a special diesel shuttle from BOCES Crossing to the Restoration Shop (**TOP RIGHT**).

**ABOVE:** Our May 18 Rails & Ales was another sell-out success, with more than a dozen local breweries participating (**RIGHT**).

**ABOVE RIGHT:** Charlie Marks and Dale Hartnett applied fresh paint to BR&P caboose 280.





**LEFT:** We had beautiful weather for our Fathers Day Weekend Train Rides on June 16-17, which included the 1957 GM Transit Bus exhibit loaned by RTS for the weekend (ABOVE).



**ABOVE:** Your museum operated a special train with double-headed diesels for the June 21 members meeting at Industry Depot, featuring Lehigh Valley 211 and former LA&L 20.



Trips Chairman Dave Shields hosted a successful sold out Hornell Day Trip on August 4, which included a guided tour of Alstom Railcar, a visit to the Hornell Erie Depot Museum (LEFT), and a tour of American Motive Power in Dansville (BOTTOM LEFT).



provide power for our train at our monthly members; meeting at Industry Depot. Charlie Marks and Dale Hartnett continued with the application of exterior paint on BR&P caboose 280 on June 23.

**July 2018:** John Redden constructed a replacement lid for the tool box on the east side of BR&P caboose 280. Tyler

Mullen and Jim Johnson cleaned air brake and electrical equipment inside RG&E 8, while Dave Scheiderich removed additional components from under the cab to assess the rust damage. Thanks to the cooperation of Regional Transit Service, Otto Vondrak hosted another popular tour visiting sites along the route of the old Rochester Subway using their restored 1957 GM Transit Bus on July 14. On July 21-22, we hosted Craft Show Caboose Rides. On July 23, member Justin Micillo located and raised funds to purchase an original Baltimore & Ohio station sign from nearby Wheatland to donate to our museum collection.

**August 2018:** On August 4, Dave Shields hosted the Hornell Day Trip that included a tour of Alstom and the Erie Depot Museum in Hornell, and American Motive Power in Dansville. On August 5 volunteers completed switching moves to put trains in order for our next event. Rob Burz completed the installation of drop-down stairs on the east side of the L&BR 23 rider flatcar on August 7, while Scott Gleason prepared the roadbed at the end of Track 4 for the installation of new drop-down wheel stops. David Kehrer's wife Patricia made a dozen red cloth safety flags that will be distributed among our equipment. On August 11, David Scheiderich assisted David Kehrer with the placement of new ties and rail at the end of Track 4. On August 13, the directional bore was completed by Burrows Bros. Construction that will allow the depot to be connected to the sewer system once again, thanks to coordination by David Shields and Jeremy Tuke. Jim Otto, Scott Gleason, Otto Vondrak, Rob Burz, Jerry Tusch, and David Scheiderich worked with owner Scott Symans to accept delivery of the Viscose 6 steam locomotive on August 13. John Redden and David Chapus



**ABOVE:** For our August 16 meeting, we ran a diesel train all the way to NYMT Switch 21 and took a brief tour of their museum exhibits. **RIGHT:** Earlier in the day, we operated a successful test run of RGV 54 up the south leg of the NYMT loop track, with Jerry Tusch as engineer.



**BELOW:** For the second year in a row, we ran a successful series of steam-powered trips on August 18-19 and 25-26, thanks to Scott Symans and the Viscose 6 crew.



**RIGHT:** Mike Dow, Dave Kehrer, and Jerry Tusch installed a new block signal at Milepost .3 on September 8. The hardware came from the retired CSX installation at CP 380 in Fairport.

installed new wood for the walkways on Kodak tank car No. 52 on August 14, while Rob Burz worked on the installation of a new hand brake on RG&E 8. Under the supervision of NYMT, R&GV 54 completed a successful test run up the south leg of the loop track all the way to the boarding area with Jerry Tusch as engineer on August 16. This was the prelude to a special run from Industry Depot up to NYMT Switch 21 as part of our August meeting. On August 17, Dave Avery, Rob Burz, Dave Scheiderich, Otto Vondrak, and others assisted Scott Symans with test-firing and training runs







**LEFT:** To celebrate the 20th anniversary of Diesel Days, we made former Livonia, Avon & Lakeville Alco RS-1 no. 20 the star of the show on September 15-16.

**ABOVE:** As part of our Diesel Days celebration, we hosted a special night photo session on September 15, coordinated by Duncan Richards, with lighting and direction by Steve Barry, editor of *Railfan & Railroad* magazine. DUNCAN RICHARDS PHOTO

## KODAK TANK CAR 52 UPDATE



Old lumber was removed. This consisted of the planking along the ends of the car, and the platform around the dome. This was measured, and a new batch of lumber was purchased from a nearby sawmill, and delivered to the work site. Considerable preparation work was done on the car, including rust removal, the removal and restoration of the old mounting hardware, and straightening grab irons. The end platform steel work was primed and painted. New lumber was cut and fitted to the end platforms of the car. This lumber consists of thick 2" thick by 12" wide, white oak planks – heavy, and durable. The dome was cleaned up and primed, in preparation for installation of the new platform lumber. Volunteers include Rand Warner, Ken Freeman, Scott Gleason, Rob Burz, Jim Johnson, Chris Hauf, and John Redden. —J.R.



**LEFT:** Thanks to contractor Crosby-Brownlie, we were able to make a connection with Sheet Metal Workers' Local 46 apprentice program. These volunteers donated their time and skills for professional installation of replacement body panels on Rochester Subway Car 60.

on Viscose 6. On August 18-19 and 25-25 we hosted two successful weekends of Real Steam Train Rides, thanks in part to Scott Symans and Pat Connors. Rob Burz continued the installation of a new handbrake for RG&E 8 on August 28.

**September 2018:** Mike Dow, David Kehrer, and Jerry Tusch helped install a new block signal along the main line at milepost

.3 on September 8, while Joe Nugent, Jim Johnson, and David Scheiderich completed a routine inspection of RG&E 1941, and Rob Burz completed the installation of the new Ajax handbrake on RG&E 8. Peter Gores assisted Rand Warner in leveling the body of Rochester Subway Car 60 to prepare for the next work session to repair the body panels. Scott Gleason completed a new walkway between the rails at Switch 6. Jeremy Tuke applied the first coats of dark green paint on the interior of BR&P caboose 280 on September 12. We marked

the 20th anniversary of Diesel Days on September 15-16 weekend. As part of the celebration, John Redden and members of his family were in attendance as we dedicated Nickel Plate Road Alco S-4 79 to the memory of his father Gene Redden (the family generously donated the locomotive to our museum at the end of 2016). We hosted a special Night Photo Session on September 15, coordinated by Duncan Richards with lighting by *Railfan & Railroad* editor Steve Barry, which mechanical support from Joe Nugent and David Scheiderich. Thanks to Lynn Heintz, the agent's office now has a functioning ticket validator. Mike Dow gave a presentation about railroad signals at our September 20 meeting. On September 22, we hosted our first ever Oktoberfest Rails & Ales, which was a sell-out success. On September 23, we hosted two sold-out "Finger Lakes Limited" excursions operated by the Finger Lakes Railway between Canandaigua and Clifton Springs. Peter Gores and Otto Vondrak switched out the Erie Stillwell coach and moved it to Track 9 so sandblasting contractors would be able to work on it on September 24. Joe Nugent continued to clean out rust and debris from under the cab of RG&8 8 to prepare the compartment for metal repairs on September 30.

**October 2018:** Sam Rosenberg and Joe Steimer applied primer to the bare metal cabinets inside LV caboose 95100, while Chuck Whalen used a needle scaler to clean up parts around the end railings on October 6, while Mike Dow made adjustments to the signal circuit controls at Switch 6. Jeremy Tuke continued the application of

# How Did We Do?

Overall attendance and revenue was down slightly over last year's total, but still higher than average compared to five years ago. Income from museum admissions was \$83,428, down 11% from 2017, yet still a substantial increase from 2014's total of \$19,078.00.

Income from museum admission was \$82,783, down 8% from last year's total of \$90,293. Income from Cab Pass (a \$5.00 upgrade to ride round-trip in the cab of the locomotive) was \$645.00, down one-third from 2017's total of \$945.00. We operated no private charters or group tours where admission was collected. Total paid attendance for the year was 6,018.

We saw a significant increase in donations in the amount of \$18,341, up from last year's total of \$7,994. There were no grant awards in 2018 to tally.

Your museum hosted public operation on 21 days spread out over 14 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$3972.76, a

dark green finish coat to the interior of BR&P caboose 280 on October 9. Dave Peet coordinated delivery of pumpkins from our neighbors at Gro-Moore Farms on October 10. Dave Shields presented a show documenting his ride aboard member David Luca's private car *Federal* to and from the 2017 American Association of Private Railroad Car Owners convention in Vermont at our October meeting. We hosted two successful weekends of Pumpkin Patch Train Rides on October 13-14 and 20-21. On October 27 we hosted Trick or Treat Rides, thanks to the sisters of RIT's Alpha Sigma Alpha chapter for volunteering. Jeremy Tuke helped install windows and trim inside BR&P caboose 280, while Sam Rosenberg installed foam insulation panels for LV caboose 95100 on October 29. Rand Warner and Peter Gores temporarily installed a whistle connected to shop air for Rochester Subway Car 60, while Dave Luca assisted with sheet metal repairs to the body.

## 2017 GROSS ADMISSIONS

Museum Admission.....	\$90293.00
Cab Pass .....	945.00
Private Charters .....	800.00
Group Tours.....	1162.00
<b>TOTAL .....</b>	<b>\$93200.00</b>

## 2017 DONATIONS

Donations .....	\$7994.00
Grants.....	10000.00
<b>TOTAL .....</b>	<b>\$17994.00</b>

## 2017 RAILFAN TRIPS (GROSS)

LA&L Fall Foliage Express..	\$20770.00
Buffalo Day Trip .....	2355.00
Scranton Overnight Trip .....	6100.00
<b>TOTAL .....</b>	<b>\$29225.00</b>

## 2017 ATTENDANCE (PAID ADMISSION)

<b>21-DAY TOTAL.....</b>	<b>7217</b>
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10% decrease over last year's daily average of \$4438.10. For comparison, our daily average in 2014 was \$897.15 spread over a 30-day schedule.

Income from railfan trips was down from previous years, grossing \$15,528 as a result of our sold-out Finger Lakes Limited trips in September and the Hornell Day Trip in

## 2018 GROSS ADMISSIONS

Museum Admission.....	\$82783.00
Cab Pass .....	645.00
Private Charters .....	0.00
Group Tours.....	0.00
<b>TOTAL .....</b>	<b>\$83428.00</b>

## 2018 DONATIONS

Donations .....	\$18341.00
Grants.....	0.00
<b>TOTAL .....</b>	<b>\$18431.00</b>

## 2018 RAILFAN TRIPS (GROSS)

FGLK Finger Lakes Ltd. ....	\$14105.00
Hornell Day Trip.....	1423.00
<b>TOTAL .....</b>	<b>\$15528.00</b>

## 2018 ATTENDANCE (PAID ADMISSION)

<b>22-DAY TOTAL.....</b>	<b>6018</b>
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August. While overall revenue and attendance were down slightly from last year's total, overall growth remained positive. Your museum will be investigating some new approaches towards revenue generation in the coming year. With your help, we look forward to measured growth in 2019. Thanks to Dave Peet for the data. ☒



## TRACK DOCKNEY ROUND-UP

The Tuesday Night Track Gang (otherwise known as "Track Dockneys") replaced 45 mainline ties in 2018. Weather was a big factor in keeping us from eclipsing the record set in 2017 for tie installation. The Gang also completed some manual cross-level work just north of Switch 6, some gauge rod installation in the Hill Block, and ongoing light repairs to Switches 6 and 7 (with thanks to Mike Dow) as part of our program of regular track maintenance. We also replaced the bumper on Track 4 with collapsible wheel stops, with assistance from Joe Nugent, Dave Scheiderich, and Scott Gleason. —David Kehr, *Track Supt.*

**November 2018:** Members Peter Gores, John Stewart, and Jeremy Tuke exhibited their collections of railroad hardware at the railroad artifact show in Gaithersburg, Md., on November 2-4. Sam Rosenberg, Charles Bell, and Joe Steimer continued reassembly work inside Lehigh Valley caboose 95100

on November 3. New volunteers Steve and Peter Tomanovich scraped and removed accumulated gunk from the underside of LV caboose 95100, while Joe Steimer and Sam Rosenberg primed metal surfaced inside on November 11. Dave Luca replaced the threshold of the east waiting room door



**ABOVE:** Thanks to a generous donation by the Stillwell Family, we hired a local contractor to powerwash, sandblast, prime, and paint the roof of our Erie Stillwell Coach no. 2328.

**RIGHT:** We operated our first public excursions on the Finger Lakes Railway on September 23. Two sold-out round trips operated from Canandaigua to Clifton Springs and retur on the former New York Central Auburn Branch, seen here at Shortsville, N.Y. PHOTO BY PETE SWANSON



## BROOKLYN NAVY YARD 12 UPDATE



While I worked on repairing and replacing the wooden interior of BNY 12's cab, Rand Warner and Norm Shaddick did a lot of scraping and painting on the sides and undercarriage of the locomotive to protect the metal and improve its appearance.

Peter Gores was kind enough to remove a major portion of the air tank supports on the engine front. These were added much later in the locomotive's service life and are not original. A majority of the rotted and/or missing wood inside of the cab was replaced and some major restoration to both the Engineer's as well as the Fireman's side wood wainscoting has been completed, in addition to the window trim framing. Next in sight are the window sashes themselves.

—Joel R. Shaw, Project Mgr.



as well as several rotted floorboards in the southwest corner of the waiting room on November 17, while Rachel Maas and Otto Vondrak decorated the waiting room for the holidays. Charlie Marks hung new Christmas lights on the eaves of the station roof. Scott Gleason and Frank Gough installed lights at Midway, and Otto Vondrak made new permanent station signs for the "North Pole." Sam Rosenberg, Charles Bell, and Joe Steimer completed the re-installation of interior wall boards in the southeast corner of LV caboose 95100 on November 24.

**December 2018:** Charlie Marks and Dave Shields stacked firewood for the depot stove. We operated sold-out Santa Trains to the North Pole on December 1, 8, and 15. Frank Gough constructed additional light-up decorations for the North Pole. Charlie Marks hung Christmas lights

**ABOVE:** Visitors enjoyed the Lionel display presented by the Flower City Tinplate Trackers, as well as hot, fresh Duke's Donuts during our October Pumpkin Patch Trains. Apple cider for the event was donated by Wegmans. We closed out the season with three sold-out Saturdays of Santa Train Rides to the North Pole in December.

on the depot. We hosted a successful Holiday Open House at the depot on December 7. Steve Huse repaired kerosene heaters for use at the depot and at Midway. Dale Hartnett began removing old paint from the cabinet doors, while Chuck Whalen sanded the benches and lids that will be reinstalled inside Lehigh Valley caboose 95100 on December 15. On December 20, photographer Mike Stellpflug presented a show featuring his rare photos of Conrail operations on the former Lehigh Valley Lima Branch between 1976 and 1981. Thanks to volunteer labor provided by Sheet Metal Workers Union Local 46, repairs Rochester Subway Car 60's body panels were completed.

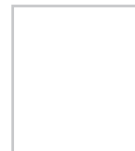
*EDITOR'S NOTE: Of course it is difficult to document and credit every single task and volunteer who contributed throughout the year. If I missed you, it's because I didn't know about your work. Don't be shy and please let me know what you're working on in 2019 (better yet, provide photos). I apologize to anyone I may have overlooked during this very busy season. Thank you all for your contributions.—O.M.V. 📷*

**COVER PHOTO:** RGV 54 leads a photographer's special freight train southbound at Switch 6 during our Members Picnic on April 28.

PHOTO BY PETE SWANSON



**THE SEMAPHORE**  
 ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM  
 P.O. BOX 23326  
 ROCHESTER, NY 14692-3326




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## 2019 R&GV MUSEUM SCHEDULE

*Please note some dates and activities are subject to change.*

*Please visit our web sites at [www.rgvrrm.org](http://www.rgvrrm.org) and [www.RochesterTrainRides.com](http://www.RochesterTrainRides.com) for details.*

March 23, Sat. – Annual Banquet  
 March 30, Sat. – Annual Rules Class

July 19-21 – Altoona Weekend Trip  
 July 27-28 – Train Rides

Oct. 12-13 – Pumpkin Patch Train Rides  
 Oct. 19-20 – Pumpkin Patch Train Rides  
 Oct. 26-27 – Pumpkin Patch Train Rides

April 12, Sat. – Hands-On Training Day  
 April 20, Sat. – Easter Bunny Train Rides

August 17-18 – Steam Train Rides  
 August 24-25 – Steam Train Rides

Nov. 30, Sat. – Santa Train Rides

May 18, Sat. – Rails & Ales Train Rides  
 May 19, Sun. – Vintage Rails Wine Train

Sept. 21, Sat. – Oktoberfest Rails & Ales  
 Sept. 22, Sun. – CiderFest Train Rides  
 Sept. 28-29 – Train Rides

Dec. 6, Fri. – Holiday Open House  
 Dec. 7, Sat. – Santa Train Rides  
 Dec. 14, Sat. – Santa Train Rides

June 15-16 – Father’s Day Train Rides

**THE ONLY REAL TRAIN RIDES IN ROCHESTER ARE AT**

**RochesterTrainRides.com**