

We welcomed Scott Symans and Viscose Co. 0-4-0T No. 6 for our third season of steam operation on August 17-18 and 24-25. PHOTO BY OTTO M. VONDRAK

Steamy Summer

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Is it me or did summer just flash by in the blink of an eye? In between dodging rain storms and heat waves, we actually made some progress on our projects and hosted some fun events along the way. We held our first Princess & Superhero Train Rides on July 27-28. You never saw so many smiles! Kids dressed up as their favorite characters and met some of their heroes during this fun event. In August, we welcomed back Scott Symans and his Viscose 6 0-4-0 tank engine for our third season of steam operation on August 16-17 and 24-25. Everything ran flawlessly, and several of our own volunteers got to try their hand at firing and operating a real live steam locomotive.

The only thing that was missing? Visitors. Attendance was down significantly in June, July, and August for the first time in four years. Could it be the large number of

summertime events around Rochester we are competing with? Did weather play a factor? Did we not advertise enough, or in the right places? These questions and more are being considered as we put together our promotions campaign for 2020. Do you have suggestions on how we can grow?

We're headed into our busy fall season. Dave Shields is busy coordinating the operations of our **Fall Foliage Express** with the Livonia, Avon & Lakeville Railroad, scheduled for October 5. Our popular **Pumpkin Patch Train Rides** will follow the next three weekends. We'll need your help to make these events a success!

I always welcome your feedback on how we can make our museum better. Please email me at ovondrak@yahoo.com or call me at (585) 820-2341.

—Otto M. Vondrak,
 Museum President



www.rgvrrm.org

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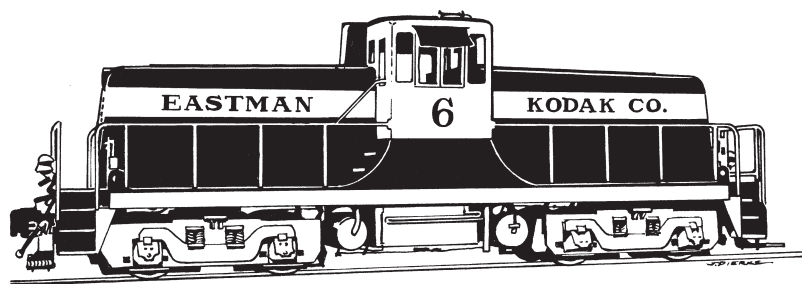
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Dave Peet

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With restoration nearly complete, our Buffalo, Rochester & Pittsburgh caboose was rolled out of the shop for enjoyment of those attending our August meeting at the museum. This was the first time this car was outside in more than 10 years. Volunteers are working to place this car in service for the 2020 museum operating season.



2019 SCHEDULE

Subject to change. Visit RochesterTrainRides.com for details.

Sept. 21 - Oktoberfest Rails & Ales

Sept. 22 - Ciderfest Rails Train Rides

Sept. 28-29 - Military Salute Train Rides

Oct. 12-13 - Pumpkin Patch Train Rides

Oct. 19-20 - Pumpkin Patch Train Rides

Oct. 26-27 - Pumpkin Patch Train Rides

Nov. 30 - Santa Trains to the North Pole

Dec. 7- Santa Trains to the North Pole

Dec. 14 - Santa Trains to the North Pole

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UPCOMING MONTHLY PROGRAMS

Starting on **September 19**, meetings return to the 40&8 Club, 933 University Ave., Rochester, N.Y. Free parking is available in Greek Orthodox Church parking lot next door. Doors open at 7:00 p.m., brief business meeting starts at 7:30 p.m. followed by entertainment program.

On **October 17**, we welcome **Alan Wedman** and his program "Unexpected Reasons for Train Delays." The railroads covered include the following: Conrail, Octoraro Railway, Anthracite Railway, CSX, Wilmington and Western Railroad, and the Ontario Central.

Our annual **Member's Slide Night** will be held the same night as our elections on **November 21**. All members are encouraged to share no more than 20 slides or 20 digital images.

All museum meetings are **FREE** and open to the public. Please bring a friend and help spread the word about our museum.

Chairman John Stewart has resigned from this committee, and we thank him for



Tinkerbell, Spider Man, Princess Jasmine, and Captain America take a ride during our first Princess & Superhero Train Rides on July 27 and 28. The excellent young performers provided by Princess Parties of Rochester put a smile on every child's face that weekend!

his service. We are seeking a volunteer to help schedule entertainment programs for 2020. If you are interested in helping out, please contact Otto Vondrak directly at ovondrak@yahoo.com.

PRINCESS & SUPERHERO TRAIN RIDES

With princess and superhero characters more popular than ever, we decided to try a new summertime event that would appeal to families with young children. Thanks to **Princess Parties of Rochester**, several costumed performers were available to greet our youngest visitors who arrived dressed as their favorite heroes on July 27 and 28! A bounce house from **Air Affair** set up on the lawn was perfect for working off all that "nervous energy" or practicing leaps in a single bound. Local vendor **Jo-Jo's Cool Bus** sold ice cream in the Upper Yard while families toured our exhibits. Kids were smiling from ear to ear and parents provided plenty of positive feedback. We look forward to growing this event as part of next year's schedule.

REAL STEAM TRAIN RIDES

Once again, your museum welcomed **Scott Symans** and the **Viscose 6** tank engine for the return of "Real Steam Train Rides" on August 17-18 and 24-25. Extended track north from Midway to BOCES Crossing was rented from New York Museum of Transportation to allow for a longer

ride, which operated on a 45-minute schedule. Bluegrass musician **Michael Korn-rich** provided live entertainment in the Upper Yard, and visitors enjoyed watching the steam engine climb the grade from the Railfan Overlook.

While the operation ran smoothly, and we received many compliments from our visitors, attendance was down significantly from prior years. Unfortunately, this is a trend that the owners of Viscose 6 also observed while operating at other venues throughout the year. Your board of trustees has committed to host this event again in 2020, and will look at various ways to improve attendance and engagement.

—Otto M. Vondrak

BUFFALO, ROCHESTER & PITTSBURGH CABOOSE 280 UPDATE

For the first time in more than 10 years, Buffalo, Rochester & Pittsburgh caboose 280 was brought outside of the Restoration Shop for our August 15 member meeting. The caboose made its first move 40 feet north out of the building, showing off its new exterior paint job and lettering.

The caboose was one of the first pieces of equipment to arrive at our museum in 1979, still decorated in yellow paint and lettered B&O C2631. It was subsequently restored by volunteers in the 1980s before a new effort was launched in 2002. At that time, it was decided then to backdate the car as much as possible to how it would

RIGHT: The Construction Dept. worked through the summer to complete installation of the french drain along Track 6, and to complete grading of the fill for Track 9 extension. Seen here are Adam Lloyd (backhoe), Tim Gifford, and Scott Gleason (mini-excavator), along with some of the many machines they help keep going to help us keep going. Want to learn how to operate these machines? See Scott Gleason!

BELOW: Visitors and museum members alike enjoyed the extended operation of Viscose 6 for two weekends in August. The hills of the Genesee Valley were filled with steam whistles and a waft of coal smoke as visitors were transported back in time. JACKSON GLOZER PHOTO

BELOW RIGHT: The father and son team of Pat Connors (RIGHT) and Pat Connors, Jr. (LEFT), travel with Viscose 6 owner Scott Symans to assist with the operation of the locomotive throughout the region. Pat also works for shortline Buffalo Southern out of Hamburg, N.Y.



have looked as a typical in-service BR&P caboose of the 1930s.

Thanks to tremendous effort from our volunteers over the last couple of years, the restoration project is entering its final stages. Contractors are completing the installation of a new rubber membrane roof, and the last few interior details are being installed and painted. Mechanical details will be attended to over the winter, with the goal of placing this car in service for the 2020 operating season. Everyone is looking forward to making this car available for operations so it can be enjoyed by the public once more. This will also give the opportunity to place one of our steel cabooses inside the shop for much needed repairs and renovations.

—Charlie Marks, Project Mgr.

RAILROAD CROSSING RESTORATIONS

Some of you may have noticed the new installation in the Sign Garden down at Industry Depot. The new exhibit is a traditional railroad crossing flasher and bell, activated by a push button that runs the display for about five seconds before shutting off. The components were assembled and restored by Adam Lloyd, including GRS targets and an old US&S signal mast with finial. Dan Waterstraat assisted with the electrical wiring and the installation of the bell, while Jim Johnson supervised the connection to our main power panel inside the depot. The new crossing signal made its debut at the end of July, to the delight of our visitors young and old. The power switch for the display is located inside the

Baggage Room, which allows the exhibit to be deactivated when closed to the public.

Continuing with crossbucks, two of our large 30-degree cast iron railroad crossing signs were recently rescued from the mezzanine storage area and brought into the Restoration Shop for evaluation. One of the signs guarded the old Pennsylvania Railroad crossing just down the hill from our depot on Route 251 (Quaker Road).

Both signs suffered damage, making each sign incomplete. Volunteer Bob Lipman worked with a local welding and fabrication shop **Sandblast Service** to take parts from the two broken signs and make one good one for restoration and display. The repairs were completed in September, and the final paint and finishing was completed by Bob by the middle of the month.

The restored crossing sign will be installed in the Upper Yard for our visitors to enjoy, part of new exhibits planned for 2020.

DRAINAGE AND TRACK 9 EXPANSION

Scott Gleason and the Construction Dept. have been busy on the fill south of the Restoration Building. A trench was dug along Track 6 to allow for the expansion of the french drain through July and August. This will help maintain the integrity of the fill and direct water away from our property.

Further preparations and grading have taken place that will allow for the extension of Track 9 south from the shop building. Items have been cleared off the fill, and new grades have been sighted. The goal is to add about four lengths of rail to add ap-

proximately 160' of storage for our active, in-service equipment. We expect to start construction of new track in November and work as long as there's no snow on the ground. The track extension will be managed by volunteer Adam Lloyd.

—David Kehrer, *Track and ROW Supt.*

MAIL AND EXPRESS: PAINTING THE ROOF OF OUR RPO AND BAGGAGE CARS

On September 7, our Lackawanna baggage car took what was probably its first ride on our mainline since it arrived at the museum in 1985! A long-time resident of Track 5 as a display car, DL&W 2078 was moved over to Track 3 several years ago when the yard was rearranged for regular train operation. Years of outdoor storage have taken their toll on the roof, threaten-

ing the overall integrity of the car. Local contractor Blastec has been engaged to sandblast, prime, and paint the roof of the Lackawanna baggage car, as well as our Pennsylvania Railroad BM60b Railway Post Office car. Both cars were temporarily moved to Track 9 in front of the Restoration Shop so the contractor would have an open work area. Once work was completed in mid-September, both cars were brought back to their original display areas. We are seeking volunteers to help oversee and coordinate minor sheet metal repairs to the body of the baggage car.

Our Railway Post Office houses our popular Signals exhibit. David Kehrer is heading up the project to restore the car as Penn Central 6516. The last working RPO in America was a PC heavyweight car like



ABOVE: Contractors from Blastec mobile sandblasting service arrived in September to professionally clean, blast, prime, and paint the roof of our Lackawanna baggage car and our Pennsylvania Railroad railway post office car in mid-September. This is an important first step towards the exterior restoration and preservation of these cars that house important exhibits.

ABOVE RIGHT: Winters Rigging arrived on September 13 to deliver the latest addition to the fleet, Lehigh Valley boxcar 62300! The bumper was temporarily removed from Track 5 to facilitate delivery. JEREMY TUKE PHOTO

RIGHT: Built in 1947, Lehigh Valley 62300 was repainted and relettered by member Bernie Beikirch in 2011. The boxcar will reside on Track 5 and will be used for special event materials storage, as well as possible photo freights in the future... Visit our web site to learn more about the significance of this PS-1 boxcar.



Gone, but not forgotten...



Calvin R. "Cal" Bulman (1924-2019)

Cal Bulman, long-time member and supporter of RGV, passed away on July 15 at age 94. Active in the Rochester Chapter NRHS since 1969, Cal was not only our oldest member, but he also celebrated 50 years of membership in the NRHS (and our museum organization). Cal's wife Rose (who passed in 2017) served as a past secretary for the Chapter and attended many of our train trips and bus tours.

During the initial construction of our demonstration railroad, Cal made contact with the contractor that was building the General Motors research lab facilities in Henrietta who helped us acquire our first heavy construction equipment, including Caterpillar D-9 bulldozers and earthmover pans that performed most of the excavation of the Hill Block, and grading the fill for Scanlon's Curve up through Reid's Crossing. When we salvaged materials from the old Lehigh Valley right of way in the 1980s, Cal operated the heavy dump trucks we used to collect dozens of loads of ballast.

An employee of Mobil Chemical, Cal arranged for our museum to salvage the abandoned Pennsylvania Railroad siding that served the facility near Brooks Avenue. He also took advantage of his employer's matching grant program which allowed him to make generous donations to our Restoration Building Fund and our Steam Program Fund.

Cal was an avid collector of railroad memorabilia, and amassed a huge collection of rare hardware, and was an active member of the Key, Lock & Lantern collector's group. He also helped orchestrate speeder trips over the abandoned portions of the ex-New York Central Adirondack Division with fellow member Hank Pape in the 1970s. He was a huge fan of steam locomotives, and an enthusiastic participant in the annual "Winter Spectacular" hosted at the East Broad Top Railroad in Orbisonia, Pa. After his retirement from Mobil in 1984, and Rose's retirement from the Town of Henrietta in 1985, the couple enjoyed many years of traveling the world with many trips by rail, including the Canadian Rockies and many Scandinavian countries.

Growing up in Perinton, he attended Fairport High School. He later became an active volunteer firefighter for more than 60 years in Henrietta Fire Co. No. 1. He was also an active member of the International Order of Odd Fellows, holding various local, regional, and state-wide positions within the fraternal organization. His contributions and his friendship will be missed by all. —Rand Warner



David B. Mitchell (1939-2019)

Long-time member Dave Mitchell passed away on April 25. He grew up in Auburn and earned his electrical engineering degree from Clarkson University at Potsdam. Dave was an expert in heavy power electrical equipment, and was highly respected in his career at Kodak Park where he was well-versed in the precision regulated paper drives within the paper plant. He began his career in Building 29 on film, and later moved to Building 319 to work on paper. Beyond his career accomplishments, he was also quite active in the local Boy Scouts of America. He was an active volunteer at RGV for many years making contributions to several projects and events, and also at NYMT where he became a qualified motorman operating trolleys for the public. A skilled model railroader, he was an active member of the Rochester Model Railroad Club and also took great pride in his own HO scale layout depicting Adirondack scenes and portions of the old Grasse River Railroad. —Rand Warner



Richard J. Fischpera (1953-2019)

It is my sad duty to report the passing of volunteer Rich Fischpera on September 6 after a hard-fought battle with cancer at age 66. Many of you might know Rich was one of the early volunteers who helped establish the New York Museum of Transportation in the mid-1970s. He also worked in train service as an engineer and conductor on the Ontario Midland Railroad at start-up from 1979 through 1989. While working for the Postal Service at the main sorting facility in Rochester, Rich was also a Flotilla Commander in the U.S. Coast Guard Auxilliary. Upon retirement from the USPS in 2008, Rich was an active volunteer at both RGV and NYMT, as well as the Rochester Model Railroad Club. He enjoyed his work tremendously, and his contributions to these organizations will be missed. —O.M.V.

ours that ran between New York and Washington, D.C., in June 1977. The Penn Central Railroad Historical Society has awarded our museum a grant toward the cost of purchasing paint and materials to complete the repainting project. —O.M.V.

LEHIGH VALLEY BOXCAR JOINS MUSEUM FLEET

One of the museum's long-standing goals has been to acquire a standard steel 40-foot boxcar. These freight cars were ubiquitous from the 1930s through to the 1980s. In 2017, privately-owned Lehigh Valley 62300 was made available to the museum. Built in July 1947, this particular car is steeped in local history. Left behind after the end of LV operations in Manchester in 1976, five boxcars were purchased and used as storage by grain dealer R.B. Crowell. In 1988, Don Brown purchased one of the cars and had it moved to Victor to use for parts storage. Remarkably intact with its full-height ladders and brake wheel, the car was an excellent restoration candidate. The fresh paint and lettering was completed by Bernie Beikirch in 2011.

On September 7, **Finger Lakes Railway** repositioned the boxcar on the private siding behind Victor Insulator. Winters Rigging arranged to pick up and move the car on a tractor trailer to our museum on September 12. Thanks to all parties involved, including Bruce Habersfield at Finger Lakes Railway, Chris Henrici at **Genesee Valley Transportation, Winters Rigging**, and of course, Don Brown for making the car available to our organization.

Boxcar 62300 joins our Lehigh Valley RS3m 211 and caboose 95100, which means some opportunities for great photo ops in the future! In the meantime, our new boxcar will reside on Track 5 at Industry Yard, and be used for storage of special event support materials.

HAMMERHEAD SIGHTING IN RAILFAN & RAILROAD

Pick up the October 2019 issue of *Railfan & Railroad* magazine and you'll enjoy the article "The Elusive Hammerhead" by Gordon Lloyd, Jr. This feature covers not only the history of our own Lehigh Valley 211 (originally built as PRR 8445), but also Western Maryland's fleet of high-hood RS-3s, as well as Chicago & North Western's high-hood RSD-5s. All were scrapped by the 1980s, except for our 211 (which had been rebuilt as Conrail RS-3m 9920 in

1979). It's a fascinating history of a unique group of diesel locomotives. The rest of the magazine contains features about different aspects of Alco diesels. Check with your favorite magazine seller first, or visit railfan.com to order.

VOLUNTEERS NEEDED: 2020 MUSEUM ANNUAL BANQUET AND 2020 MEMBER'S PICNIC

Another area where your museum needs help is our social functions. If you enjoy activities like our **Annual Banquet** and our **Members' Picnic**, would you consider volunteering to schedule and coordinate these events? Ideally, we need someone to form a committee to choose a date, identify a location, schedule a speaker, and set the price for the banquet tickets. The picnic requires someone to choose a date and location, and decide whether or not to have the event catered or arrange a potluck.

While these tasks might seem insignificant, they are important parts of our museum experience. Unfortunately, I no longer have the time to dedicate to organize them properly. That means the we might not enjoy a banquet or picnic in 2020, a situation we are working to avoid. Please contact me if you'd like to consider volunteering, and I'd be happy to work with you and answer any questions.

—Otto M. Vondrak, President

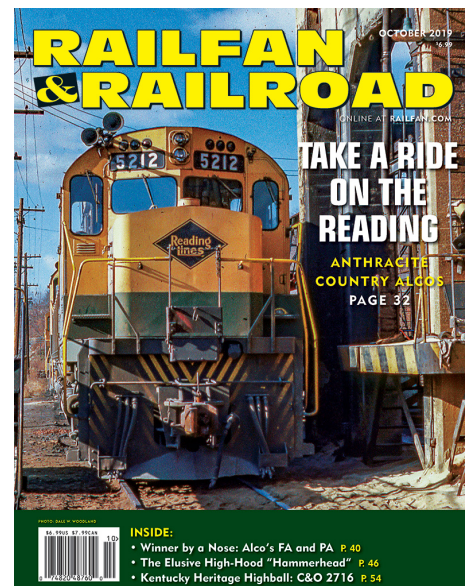
CONGRATULATIONS

Congratulations are in order for two additions to the engineers roster, Sam Rosenberg and Rick Rubino. As you may know, Sam is also our Membership Chairman and LV 95100 project foreman. Rick brings years of train service experience working for various shortlines in our area. Welcome aboard! —Frank Gough, Operations Supt.

THANK YOU, JOHN STEWART

The board of trustees reluctantly accepted John Stewart's resignation on October 6. We thank John for his service to the continuity of this organization, and look forward to his future contributions. His Trustee vacancy will be filled in the upcoming museum elections. We are also seeking a new Program Chairman to help schedule informative and entertaining programs for our monthly meetings. Please contact a member of the board if you are interested in volunteering.

• VISIT FACEBOOK.COM/RGVRRM •



See "The Elusive Hammerhead" in the October 2019 edition of *Railfan & Railroad*, featuring the history of our LV 211 locomotive.

UPDATE 2019 R&GV Priority Projects

The following priority projects have been approved by the Board of Trustees, effective January 15, 2019. These projects are considered essential to the growth and success of our museum. To contribute, please contact the project manager.

1. South Fill Surface and Drainage COMPLETED SEPTEMBER 2019

—Scott Gleason, Mgr.

2. Track 9 South Extension IN PROGRESS

—Adam Lloyd, Mgr.

3. RPO and Baggage Car Roof COMPLETED SEPTEMBER 2019

—Otto Vondrak, Mgr.

4. Complete Repairs to RG&E 8 ONGOING

—Joe Nugent, Mgr.

5. Complete Caboose LV 95100 TARGET: APRIL 2021

—Sam Rosenberg, Mgr.

6. Complete Caboose BR&P 280 TARGET: APRIL 2020

—Charlie Marks, Mgr.



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

NEXT MEETING:

October 17

933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:

November 21

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm



Welcome the newest addition to the museum fleet... Lehigh Valley 40-foot boxcar 62300! See page 7 for full story. PHOTO BY OTTO M. VONDRAK