

**NEXT MEETING:**  
**March 19**  
"Saving Erie  
Business Car No. 1"  
by Chris Costello



Thanks to volunteers from SMART Local 46 Sheet Metal Workers and Sheet Metal JATC of Rochester, history was made on January 20 as the first new steel roof panels were installed on Rochester Subway Car 60! See page 4 for details. PHOTO BY OTTO M. VONDRAK

# Flurry of Activity

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While the trains aren't running, our museum volunteers continue to make progress on several important projects through the winter season. Volunteers from SMART Local 46 Sheet Metal Workers have been helping us install a new steel roof on Rochester Subway Car 60. A team of volunteers has been working together to clear the shop floor and organize our materials for storage. The years-long restoration effort to backdate Buffalo, Rochester & Pittsburgh caboose 280 is nearing an end, getting ready to be placed in service in just a few weeks. A second-hand For F250 pick-up truck has been acquired and converted into a work platform for our Schramm air compressor. Another group of volunteers is making repairs to our Jackson Tamper. Significant progress is being made on finishing the interior of Lehigh Valley caboose 95100. Care to join us?

Our Annual Museum Banquet will be held on **Saturday, March 14**, featuring Railfan & Railroad editor **Steve Barry**. Tickets are selling fast, visit [rgvrrm.org](http://rgvrrm.org) to reserve your seats today.

Annual Rules Class will be **Saturday, March 28**, at the 40&8 Club in Rochester. This classroom session is the first step you need to complete if you are interested in volunteering for train service, but there is important safety instruction in the first part of the class that is required for all volunteers. Please RSVP so we can have enough classroom materials on hand.

**We are making plans for the future.** What do you want to see at your museum in the years to come? Please email me at [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com) or call me at (585) 820-2341.

—Otto M. Vondrak,  
Museum President



[www.rgvrrm.org](http://www.rgvrrm.org)

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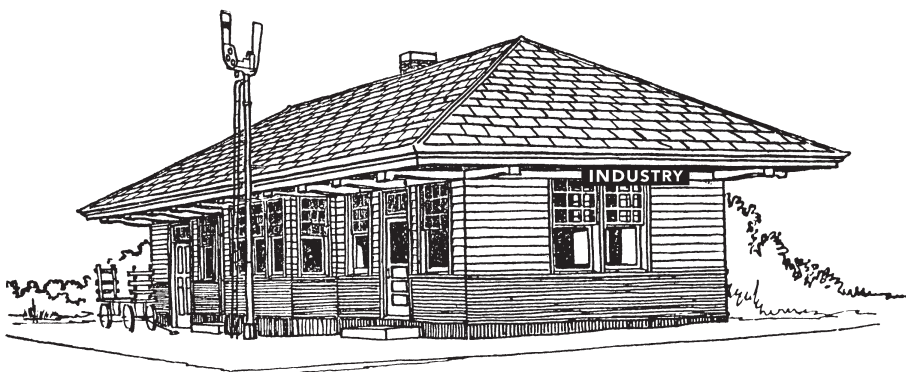
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## 2020 SCHEDULE

*Subject to change. Visit [RochesterTrainRides.com](http://RochesterTrainRides.com) for details.*

**March 14 – Annual Banquet**

**March 28 – Annual Safety Rules Class**

**April 4 – Hands-On Training Day**

**April 11 – Easter Bunny Train Rides**

**May 16 – Rails & Ales Beer Tasting**

**May 17 – Vintage Rails Wine Tasting**

**June 20-21 – Builders & Makers Train Rides**

**July 18-19 – Princess & Superheroes Train Rides**

**August 22-23 – Steam Train Rides**

**August 29-30 – Steam Train Rides**

**September 19-20 – Salute to Veterans Train Rides**

**September 26 – Rails & Ales Oktoberfest**

**September 27 – Ciderfest Cider Tasting**

**October 17-18 – Pumpkin Patch Train Rides**

**October 24-25 – Pumpkin Patch Train Rides**

**Oct. 31-Nov. 1 – Pumpkin Patch Train Rides**

**December 4 – Industry Depot Holiday Open House**

**December 5 – Santa Trains to the North Pole**

**December 12 – Santa Trains to the North Pole**

**December 19 – Santa Trains to the North Pole**



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## UPCOMING MONTHLY PROGRAMS

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. Cash bar available.

On **February 20**, George Eastman Museum associate curator **Heather A. Shannon** will discuss the role photography played in the race to lay tracks across North America in the 1860s.

**Chris Costello**, president of the Salamanca Railroad Museum, will share his personal efforts to preserve and restore **Erie Railroad business car No. 1** and a former Troop Sleeper on **March 19**.

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

**Your museum is seeking a new chairman for the Programs Committee.** This person would coordinate with program presenters, and make sure



Your museum recently purchased a second-hand 2002 Ford F250 diesel pickup truck and converted it into a mobile work platform. Christened RGV M250, our Schramm air compressor has been mounted to the bed, so compressed air can be used anywhere on the property it is needed. Here's what the completed project looked like on February 22. See page 5 for details.

audio-visual equipment is available and functioning for each meeting. If you are interested in volunteering, or would like to learn more, please contact Otto Vondrak at ovondrak@yahoo.com.

## MARCH 14 ANNUAL MUSEUM BANQUET

Please join us on **Saturday, March 14**, and the River's Edge Party House off Scottsville Road near the airport for our Annual Museum Banquet, with special guest speaker **Steve Barry** of *Railfan & Railroad* magazine presenting.

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 are \$33 per person, purchase online at [www.rgvrrm.org](http://www.rgvrrm.org).

## MARCH 28 ANNUAL RULES CLASS

Our 2019 Annual Rules Class will take place **Saturday, March 28, 2020**, 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 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 Operations Supt. **Frank Gough** by email at [fmgough34@gmail.com](mailto:fmgough34@gmail.com) so we can print enough classroom materials for everyone attending.





## SUBWAY CAR 60

**RIGHT:** On January 20, apprentices working with SMART Local 46 Sheet Metal Workers installed the first new steel panels on the roof of Rochester Subway Car 60! Volunteers came in to work every Monday and Tuesday through February to help complete the roof. Museum project manager Rand Warner is at far right.

**BELOW:** Workers position a Huck rivet from below so it can be fastened with an air-powered gun from above:

**BELOW RIGHT:** Steel panels installed on the center section add strength and stability to the car body. The curved ends will be fabricated next.



### NEW STEEL ROOF FOR ROCHESTER SUBWAY CAR 60

History was made on January 20 when the first new steel panels were lifted into place by volunteers and apprentices from **SMART Local 46 Sheet Metal Workers** and **Sheet Metal JATC of Rochester**. By January 28, all of the panels had been positioned and pinned in place, and the first Huck bolts were installed. Different from conventional fasteners, the Huck rivets are installed using a special air-powered gun that engages the bolt and draws the joint together, forcing the collar to clamp to the bolt. The result is a high-strength bond that is resistant to vibration.

Work has continued every Monday and Tuesday through the month of February, thanks to help from Bill Marcotte, Pete

Gores, Dave Peet, and Rob Burz. Once the main section is riveted in place, Bill Marcotte will fabricate the curved ends to tie the vestibules together.

To date we have raised \$2,500 toward our \$3,000 goal. You can sponsor a panel for just \$160, though a donation in any amount will help move this important restoration project forward. Please donate online at [rgvrrm.org/donate](http://rgvrrm.org/donate) and become a "Partners in Panels" today!

—Rand Warner, Project Manager

### BUFFALO, ROCHESTER & PITTSBURGH CABOOSE 280 UPDATE

Volunteers are working feverishly to prepare BR&P 280 for service this season. New members Jesse Beeley and Aaron Matyjasik have been helping finish interior

painting and install weatherstripping. Jeremy Tuke also helped with weatherstripping, and secured a quote to have new seat cushions manufactured. A replacement caboose stove donated by Sam Ferarra was brought into the car, awaiting the fabrication of a new collar and stovepipe. Volunteer Bill Marcotte fabricated a new coal bin.

Turning to the air brake system, Peter Gores and Bob Cowan performed a manual air test to check for leaks in the line. Joe Nugent and Otto Vondrak swapped out the old "AB" style air valve for an updated "ABD" valve, and installed new brake hoses on the ends of the car on February 8. Next steps include installing a conductor's emergency air valve and air gauge inside the car, cleaning and inspecting the brake cylinder, as well as a number of minor cos-



metic details inside.

Built in 1923 for Buffalo, Rochester & Pittsburgh Railway, it joined the Baltimore & Ohio fleet in 1932 and was renumbered C2631 in 1935. Retired in 1974, the railroad donated the caboose to our museum in 1979. We are looking forward to completing this restoration and having BR&P 280 carry visitors on our museum railroad for the first time ever this spring! Many hands make light work, so please join us.

—Jeremy Tuke, Trustee

### LEHIGH VALLEY 95100 RESTORATION UPDATE

Lehigh Valley 95100 was relocated to the north end of the shop on January 18 to make room for the Jackson Tamper being repaired at the south end. Charlie Marks

fabricated two new exterior doors at the end of January, using old-growth pine donated by **Pioneer Millworks** of Farmington. Chuck Whalen and Aaron Matyjasik have been applying primer to the metal surfaces inside the caboose. Joe Steimer and Bill Bachmann are identifying hardware needed to reinstall cabinet doors and other interior fixtures. We aim to apply a fresh coat of primer to the exterior this summer.

The Lehigh Valley Veterans Association (a group for retired LV employees) made a \$100 donation toward the restoration of LV 95100. Secretary Mike Bednar let us know our car was assigned to Easton, Pa., before it became an “A” pool caboose after 1973. We thank LVVA for their generous donation.

—Sam Rosenberg, Project Mgr.

### JACKSON TAMPER

Our Jackson Tamper was brought inside the Restoration Shop for repairs at the beginning of January. Jim Johnson and Dan Waterstraat have been checking over the electrical systems, while Tim Gifford and Scott Gleason have been rebuilding the mechanical systems. A seized motor blower unit was removed and replaced with a rebuilt one. The goal is to have the Tamper operational in time for track improvement projects this spring. The Tamper was acquired from Kodak about 30 years ago, and is a machine used to pack (or tamp) the ballast supporting the track.

### FORD F250 WORK TRUCK

Your museum has acquired a second-hand 2002 Ford F250 diesel pickup



## BR&P 280

**LEFT:** New volunteer Aaron Matyjasik installs weatherstripping to the window frames of BR&P 280 on February 8.

**BELOW LEFT:** The caboose stove donated by Sam Ferrara was brought inside, positioned with the new coal bin fabricated by Bill Marcotte.

**BELOW:** Joe Nugent installs an updated “ABD” valve to replace the older “AB” valve. The rest of the air brake system will be inspected before this caboose is placed in regular service.





truck with crew cab to be used as a utility vehicle around the museum (RGV M250). The truck was delivered at the end of January, and the short bed removed on February 1. Thanks to Tim Gifford who arranged to have some repairs performed to the vehicle at his shop, a new wooden work bed was installed with the help of Scott Gleason. The Schramm air compressor has been mounted to the bed, so air powered tools can be used anywhere on the museum property they are needed. Thanks to Jeremy Tuke, Jesse Beeley, and Dave Gwilt for their assistance. —*Otto M. Vondrak*

## PROJECT MANAGERS WANTED

In 2019 we paid contractors to blast, prime, and paint the roof of our Lackawanna Baggage Car and our Pennsylvania Mail

Car. The next steps are up to us. Soon to be relocated in front of the depot and closer to the street, the Baggage Car needs some minor body repairs and a fresh coat of paint. Housing our growing and popular Signals exhibit, the Mail Car needs to have its primer coat completed and a fresh coat of paint applied. The Baggage Car needs a project manager, David Kehrer is heading up the Mail Car project and it looking for extra hands. Are you willing to help out? These projects are a great opportunity to get your feet wet. Please contact [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com) if you have questions or would like to get involved.

## RESTORATION SHOP UPDATE

On February 1, several volunteers led by Joe Nugent and Bill Marcotte helped or-

ganize the Restoration Shop so more floor space could be cleared. Our Ford Forklift and our Bobcat were both put to work placing palletized items for storage up on the heavy-duty pallet racking installed along the east wall of the shop last year. Two cabinets for flammable material storage have been put in service as well. Thanks also to Bill Bachmann, Joe Steimer, Chuck Whalen, Tim Gifford, and Scott Gleason. Several items have been positioned at the north end of the shop floor that are scheduled to be relocated before our first public event on April 11, including the dispatcher control panels donated by Utica & Mohawk Valley Chapter NRHS, restored cast iron signs, and our picnic tables and baggage cart. The Bridgeport mill and an unused lathe have been deemed surplus and will be sold

**RIGHT:** Our Jackson Tamper has been brought inside the shop for the winter so repairs can be made to mechanical and electric systems. A siezed motor blower has been replaced with rebuilt unit. The electrical generator will need repairs. Tim Gifford, Jim Johnson, and Scott Gleason were hard at work on January 21.

**BELOW:** It was all hands on deck February 1 as several volunteers pitched in to help organize our shop floor to make more room for projects. Several items were also placed on the pallet racking on the east side of the shop.

**BELOW RIGHT:** Volunteer Charlie Marks constructed two new end doors for Lehigh Valley caboose 95100 using old growth pine donated by Pioneer Millworks.







**LEFT:** Meister Plumbing has been busy installing new pipes that will connect our depot bathrooms. A new water heater as well as a water softener system has been delivered. Thanks to Bob Meister for donating his labor to this important project. This project is funded in part thanks to a grant from the Davenport Hatch Foundation.

**BELOW LEFT:** Signal 3S was struck down by a fallen tree on January 12. The tree has been cut up and the signal will be removed for repairs.



or scrapped. A reminder the shop floor is available for project and work space, but any items to be stored long-term should be cleared with the Shop Steward. Thank you for helping keep our Restoration Shop clean and organized!

—Joe Nugent, Shop Steward

### SIGNAL 3S REPAIR

A wind storm on January 12 took down a large dead tree on the west side of the main line north of Switch 6, directly onto Signal 3S, installed in September 2018 (companion Signal 3N was installed in October 2019). The tree strike toppled the signal,

breaking the base casting, bending the ladder, and breaking the brackets the signal heads are mounted to. The signal hardware will be checked over to make sure there is no permanent damage, and repairs will be made later this season.

### HISTORIC LANTERN DONATION FROM THE ESTATE OF PROF. REGAL

Your Museum was recently gifted 11 functioning antique kerosene railroad hand lanterns from the estate of Ithaca College Music Professor Dr. Ronald Regal. A life-long railroad enthusiast, Prof. Regal passed away leaving no heirs, and those adminis-

tering his estate contacted us regarding his desire to donate the lanterns to our Museum. Jeremy Tuke made the trip to Ithaca to pick up the lanterns. After reconditioning, wick-trimming and filling with oil, the lanterns will be brought to our museum to use in regular train service or display. Included were six New York Central lanterns of various vintages, as well as lanterns from the Erie, Erie Lackawanna, New Haven, Missouri Pacific, and Canadian road Algonia Central. We are appreciative of this thoughtful bequest, and thank the executors for reaching out to us.

—Jeremy Tuke, Chairman,  
Collections Management Committee

### YOUR LEGACY

You can help provide for the preservation and sharing of our rich railroading history by making a charitable gift through your will or trust. There are many creative and flexible options that can benefit you, your loved ones, and RGVRM in its commitment to preserving history. If you are updating your will or trust, consult your tax advisor on the many options available.

With the passage of the Protecting Americans from Tax Hikes Act of 2015, individuals, age 70 ½ and older, may direct any sum up to \$100,000 directly from an IRA to any qualified charitable organization, including Rochester & Genesee Valley Railroad Museum, EIN 11-2417326. While this outright gift would not produce a charitable income tax deduction, it would fulfill your required minimum distribution requirement without increasing your taxable income. Again, please consult your tax advisor to determine whether this is a financially attractive option for you. As always, we appreciate your support in any amount.

—David Kaiser, Trustee

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THE **SEMAPHORE**

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**NEXT MEETING:**

**March 19, 2020**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

**PLAN AHEAD:**

**April 16, 2020**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! [facebook.com/rgvrrm](https://facebook.com/rgvrrm)



Thanks to volunteers from SMART Local 46 Sheet Metal Workers and Sheet Metal JATC of Rochester, Rochester Subway Car 60 is getting a new steel roof! See page 4 for details. PHOTO BY OTTO M. VONDRAK