

NEXT MEETING:
July 16
INDUSTRY DEPOT
Tour the restored
BR&P Caboose 280



Operations Supt. Frank Gough directs the safe movement of Buffalo, Rochester & Pittsburgh caboose 280 from the Restoration Shop on June 28, with Rick Rubino at the controls of Rochester Gas & Electric 1941. See details on page 3. PHOTO BY OTTO M. VONDRAK

We Did It!

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I am very excited to announce the debut of the restored **Buffalo, Rochester & Pittsburgh caboose 280!** We will be hosting a private tour for museum members at Industry Depot on **July 16**, and for the general public during our Five Dollar Day open house on **July 25**.

As we prepare to open for our first public event of the season, we will be following a new set of guidelines for cleaning and sanitation to protect our visitors as well as our volunteers. While we won't be offering train rides at this time, we still want our visitors to feel safe and welcome while they visit. We will need extra help in order to comply with the prevailing guidance from the CDC and state authorities (see page 7 for our Health & Safety Plan). Of course, if you do not feel safe or if you are in a "high-risk" category, please stay home.

I think it's safe to say your museum has never faced a challenge like this one before. However, if we all pull together, we can make sure our museum is headed in the right direction, even if we have to curtail some activities and postpone some projects. Rest assured, your museum remains solvent and can weather the storm for quite some time.

I mentioned in a previous edition that we will have to get creative if we want to host visitors and generate revenue this year. If you have ideas, we want to hear them.

We want to keep you all connected during this difficult time. Your ideas for future programs are welcome. 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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**BUFFALO
ROCHESTER
AND
PITTSBURGH
RY.**

"SAFETY AND SERVICE"

BR&P 280

Celebrate the restoration of
this historic caboose!

**Pick up in person at
Industry on July 25**

**T-SHIRT
\$20 EACH
ORDER
ONLINE
AT**

rgvrrm.org/brptshirt



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UPCOMING MONTHLY PROGRAMS

Meetings return to Industry Depot! Following the latest guidance and restrictions, **monthly meetings at the depot will be restricted to museum members only** until regulations are relaxed by the state. Our next meeting will be Thursday, **July 16**, at 7:00 p.m., where we will debut the restored BR&P 280 caboose. Our next meeting at the depot will be **August 20**. Face coverings will be required for entry to the museum grounds, and members must maintain safe social distance from one another. We thank you in advance for your cooperation.

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



This dispatcher's control panel once controlled the former New York Central lines between Kirkville and Fonda. Constructed by General Railway Signal here in Rochester, the machines were retired by Conrail and donated to the Utica & Mohawk Valley Chapter NRHS. In 2019, they donated the panels to us. This panel will be part of the Signals display in the mail car, while the other two panels have been placed in storage. Thanks to Joe Steimer, Bill Marcotte, Jesse Beeley, Scott Gleason and Otto Vondrak (not pictured) for helping move these items safely! PHOTO BY OTTO M. VONDRACK

INDUSTRY SWITCH LEAD

The Tuesday Night Track Gang That Sometimes Meets on Fridays has pivoted to work in the Hill Block to tie our main line back together after the removal of the movable-point derail device. The point rail was used to repair Switch 3 in Industry. Additional ties will be installed in the switch lead, followed by fresh stone ballast.

—David Kehrer, Track & ROW Supt.

ERIE STILLWELL COACH PROJECT UPDATE

After cleaning out the car over the last few weeks, it was decided the best course of action would be to construct new plywood plugs for the window openings to help keep the weather out while other repairs take place. This will also allow the car to be used as a temporary workshop space for the short-term. Materials have been ordered and work parties will be called to cut, paint, and fit the temporary plugs into the window openings.

If you are interested in contributing to this project, please contact Charles Rothbart via email at chrothbart@gmail.com.

LEHIGH VALLEY CABOOSE 95100 RESTORATION UPDATE

Efforts are focused on the exterior of LV 95100 as we prepare the car for final primer coat and possible finish coat at the end of this summer season. Sam Rosenberg, Joe

Steimer, Chuck Whelen, Bill Marcotte, and Charles Bell have all contributed to this work. Small holes are being filled, parts are being cleaned and polished, and filler is being applied and sanded smooth to blend into the body.

On June 28, LV 95100 took a brief trip around the Upper Yard as it was moved from Track 9 to its new temporary home on Track 7.

New replacement steps are being fabricated by PKG Equipment in Rochester, based on CAD drawings created by Joe Nugent. When our caboose was privately owned in Scottsville, the steps were sold to another caboose owner restoring LV 95037 in Victor! We are seeking donations in the amount of \$1500 to cover the cost of fabrication. Donations in any amount can be made at rgvrrm.org/donate

—Sam Rosenberg, Project Mgr.

BR&P CABOOSE 280 UPDATE AND PUBLIC DEBUT

We are very excited to have this caboose join our active fleet of equipment since its arrival on the museum campus in 1979! On June 28, a volunteer crew consisting of Rick Rubino, Frank Gough, Joe Steimer, Sam Rosenberg, Jeff Carpenter, Jesse Beeley, and Dave Avery helped move the caboose permanently out of the restoration shop for the first time in 20 years! Lehigh Valley 95100 took its place on Track 7, and



ABOVE and RIGHT: Restored Buffalo, Rochester & Pittsburgh caboose 280 took its first trip around the Upper Yard on June 28. The caboose left its long-time home on Track 7 in the shop and was moved over to Track 9 so work on the air brake system can be completed.



BR&P 280



BR&P 280 was moved over to Track 9 so work on the air brake system can be completed.

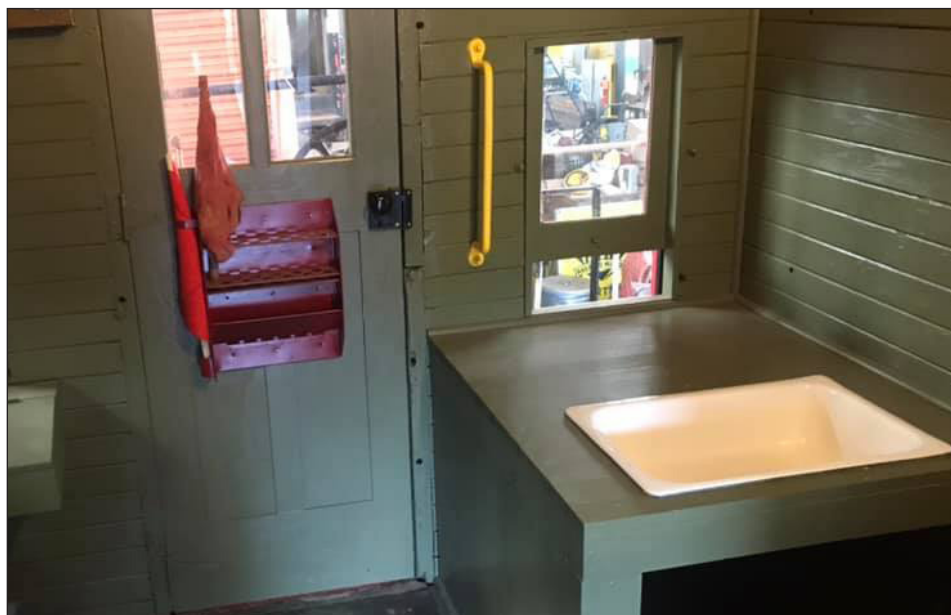
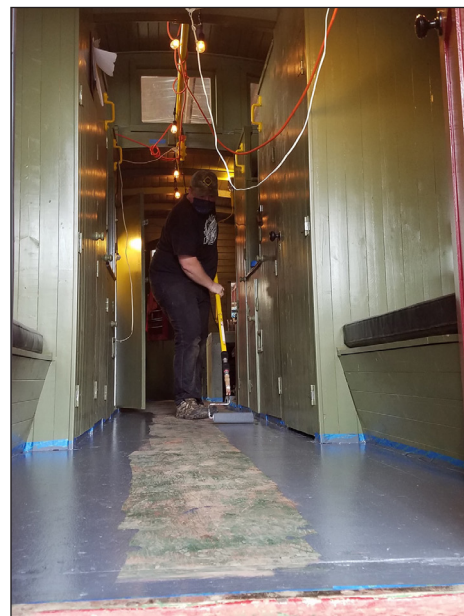
The restored caboose will be revealed to museum members on Thursday, July 16, while the general public will be invited to tour this car and others on Saturday, July 25. If you're able to come out and help on either of these special events, it would be appreciated.

While the restoration is largely complete, a few more details are being attended to in recent weeks. Rob Burz has purchased materials and will be fabricating a new pipe to plumb the conductor's air brake valve inside the car. Jeremy Tuke located an appropriate replacement sink basin and installed it inside the car. Joe Nugent will be cleaning and inspecting the main brake cylinder before this car hits the road. Jesse Beeley,

Dave Chapus, and Jeremy Tuke touched up exterior paint and applied a fresh coat of floor paint on July 11.

Special commemorative t-shirts featuring new artwork by member Jim Dierks are now available for sale, and will be available for pick up in person at our July 25 event. You can purchase your shirt online at www.rgvrrm.org/brptshirt

Caboose No. 280 was part of the third lot



TOP LEFT: BR&P 280 rests in its temporary new home on Track 9 in the Restoration Shop on July 7 as the last few details are wrapped up. **TOP RIGHT:** Volunteer Jesse Beeley applies a coat of gray floor paint on July 11. **ABOVE LEFT:** Volunteer Dave Chapus helps touch up exterior paint on July 11. **ABOVE RIGHT:** Volunteer Jeremy Tuke found a replacement sink, installed in the same stand that will house the ice chest.

of this class built for the BR&P in October 1923 by Standard Steel Car in Butler, Pa. Standard Steel constructed No. 265 through the last in the class, No. 314, between September and December 1923. The second group was built by Mt. Vernon Car Company in Mt. Vernon, Ill., in April and May 1918. These cars were all steel underframe, center cupola cabooses.

In 1932, BR&P was acquired by Baltimore & Ohio Railroad, and this group of cabooses remained on home rails for most of their careers. In 1961, the B&O began a modernization program of the I-10 cabooses at the DuBois, Pa., shops which included covering some of the side windows,

modifying the toilet facilities, adding water tanks, replacing steps, changing stem handbrakes to Ajax type handbrakes, and modifying the cupola windows. Caboose C2631 arrived at DuBois for rebuilding in May 1961, and was released in October.

Caboose C2631 was retired in January 1974 and shipped to Chillicothe, Ohio, for storage. When the last I-10 was retired in 1977, our museum volunteers contacted Chessie System about a possible donation. A few months later we learned that railroad was shipping B&O C2631 to Rochester. It would become the first piece of equipment to arrive at our Rochester & Genesee Valley Railroad Museum at Industry in 1979.

Several museum volunteers have led restorations over the years, including Curt Boyer, Dave Luca, Christopher Hauf, Charlie Marks, and Jeremy Tuke. As a result, our museum is now home to the only operating piece of BR&P equipment in the world! Everyone should be proud of our latest museum accomplishment as we preserve Rochester's rich railroading heritage for future generations to enjoy! —O.M.V.

ERIE CABOOSE C254 PROJECT LEADER WANTED

Erie Railroad caboose C254 was moved into the Restoration Shop on June 28 to receive some much needed attention. Built

R. Norm Shaddick (1931-2020)

It is with a heavy heart that we share the passing of longtime museum member, volunteer, and friend Norm Shaddick on July 1. He was a Rochester native whose father worked for the Erie Railroad. He earned his love of the sea and ship at the age of 16, taking part in a Sea Scouts program aboard the *USS Woodworth*. Norm worked for Kodak right out of high school through retirement, save for a stint in the Navy during the Korean War. Norm served as a photographer's mate aboard the *USS Tarawa* (CVA-40), which was reactivated to serve as a replacement for other vessels called up to active combat duty. Norm was a quality control examiner in Paper Service for much of his career with Kodak.

To say Norm was a fixture at the museum is an understatement. Since joining our organization in 1965, he could be found working alongside other volunteers every Tuesday and Saturday, and was instrumental in keeping our Fairbanks Morse diesel locomotive in top working order. Norm was involved in many projects at the museum over the years, including the operation of locomotive EK 6, salvaging rail from local abandoned sidings to use in the construction of our museum railroad, maintaining and operating our Jackson Tamper, salvaging the interlocking machine from Niobe Tower, supervised the asbestos abatement contractors working on Brooklyn Navy Yard 12 and Connecticut Light & Power Heisler steam engines, maintained and operated our fleet of Fairmont track cars. Even in his later years, Norm was active in the restoration of Brooklyn Navy Yard steam engine no. 12, and Rochester Subway car 60.

Not enough can be said about Norm's contributions to the museum, both on and off the property. He was a friend to all, and will be missed. In lieu of flowers contributions may be made to the museum (<http://www.rgvrrm.org/donate>) or Rochester Humane Society at LollyPop Farm, 99 Victor Rd., Fairport, NY 14450. —Rand Warner and Otto Vondrak



CHRISTOPHER R. HAUF PHOTO



in 1946 at Erie's Dunmore Shops, this car joined the Conrail roster in 1976 as 19665, and was donated to our museum in 1991. This car underwent an extensive restoration between 1992 and 1994, and has served our museum faithfully for more than 25 years.

We are looking for a volunteer to help lead the repair and refurbishing of this car. Among the items to be addressed are window replacement and repair, body patches and paint touch-up, and other items related to safety and overall good appearance of the car. If you are interested in helping lead and coordinate this effort, please contact Otto Vondrak at ovondrak@yahoo.com

SAFETY FIRST

Coming out to the museum? Wear a face covering, keep reasonable distance whenever possible, wash your hands, and bring your own hand sanitizer if possible. If you're feeling sick, or you are in a "high-risk" category, please STAY HOME.

VISIT US ONLINE
FACEBOOK.COM/RGVRRM
FLICKR.COM/RGVRRM



ABOVE: The Tuesday Night Track Gang has been working on the repair and rebuilding of Switch 3 in Industry Yard, along with rehabbing our switch lead that connects to the LA&L. Duncan Richards pounds home a spike while track foreman David Kehrer steadies a jack to raise the tie on June 16.

RIGHT: The Livonia, Avon & Lakeville's daily freight train passes by R&GV volunteers working on track in the Hill Block on the evening of July 7. The movable point derail has been permanently removed, and the track has been reconnected.



R&GVRRM HEALTH & SAFETY PLAN

The first priority of the Rochester & Genesee Valley Railroad Museum is the safety of its visitors, volunteers, and members. Our museum is facing a monumental challenge as we prepare to re-open this summer. We are doing everything we can to keep you safe during your visit, but we can't do it alone. Before you visit, please review the following Visitor Responsibilities that follow the latest guidance from New York State and the Centers for Disease Control. Guests of the museum are invitees to private property, and therefore are required to follow our policies for entry.

Museum Health and Safety Plan

- All handrails and exhibit surfaces are cleaned multiple times throughout the day by museum volunteers.
- Hand sanitizer stations are available throughout the museum grounds.
- Cashless transactions are strongly encouraged for any purchases made at the museum.
- Due to social distancing guidelines, train rides are temporarily suspended until further notice.
- All staff interacting with the public are required to wear PPE.

COVID-19 Visitor Responsibilities

- Please purchase your tickets in advance and either print them out or display on your phone for entry.
- Masks covering the nose and mouth are required for all visitors age 2 and up. Masks may be removed if you are seated to eat or drink.
- Please maintain a safe social distance of 6' from other visitors.
- Please use the hand sanitizing stations conveniently located throughout the museum grounds.
- Please stay home if you are sick, prone to infection, or in a "high-risk" category.

We look forward to your visit and we thank you for your support!

The Rochester & Genesee Valley Railroad Museum is a 501(c)3 non-profit educational organization, and we rely on your donations to stay open.



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326



PLAN AHEAD:
July 16, 2020

INDUSTRY DEPOT

PLAN AHEAD:
August 20, 2020

INDUSTRY DEPOT

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Baltimore & Ohio caboose C2631 passes by the yard tower at Brooks Avenue sometime in the late 1960s. Former BR&P 280 has already been through the modernization program at DuBois Shops in 1961, which explains why a window has been covered over and the cupola windows have been reconfigured. Our volunteers have worked hard to backdate this caboose to its 1930s appearance. See page 3 for details. BOB ZIMMERMANN PHOTO