

THE

SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

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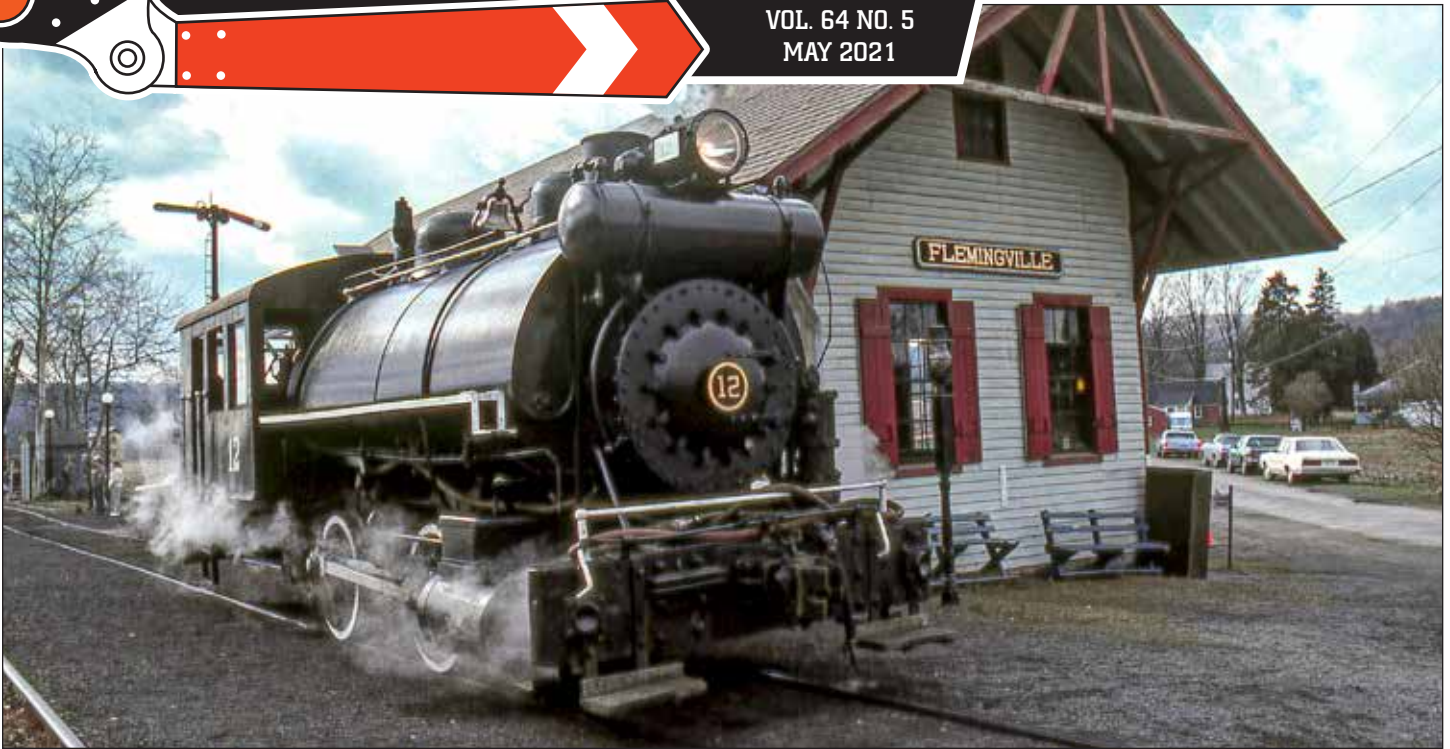
NEXT MEETING:

May 20

Jerry W. Jordak

presents

"Postcards from the P&LE"



Brooklyn Navy Yard 0-4-0T no. 12 under steam at the Tioga Transportation Museum in Flemingville, N.Y., in November 1987. The steam engine was fired up and operated on a private siding occasionally between 1975 and 1991. Built in 1918, it was donated to our museum in 1997. BOB PASTORKEY PHOTO

No Slowing Down

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Your museum is making great strides in its 50th year to check off many tasks on our decades-long wish list. A number of improvements are being made in and around Industry Depot, including the opening of our second bathroom facility! Additional exhibit space is being opened in the Upper Yard to accommodate more exhibits and activities. Your Restoration Shop is getting organized with more workshop areas and additional storage. Restoration and repair projects are nearing completion, keeping cars back in service and adding new ones to the active roster.

The biggest news we have to share is our decision to work with Scott Symans of Dunkirk, N.Y., to complete the cosmetic restoration of **Brooklyn Navy Yard 0-4-0T no. 12!** Thanks to a generous donation left to us by the estate of Norm Shaddick, we are able to hire a professional

contractor to accelerate and complete the reassembly of the steam engine to make it a shining jewel to place on display for our museum visitors to enjoy. Read all the details on **page 7.**

Your museum is going through a transformation as so many long-term projects finally reach the finish line. It's exciting to build on the foundation of five decades of progress. But we can't do it alone. We depend on your support, whether as a member, as a donor, or as a volunteer. Especially as we head into our next public event on **May 22 and 23,** we need your help to make our operating season a success (while taking into account all pandemic precautions).

Where do we go next? Your ideas for our museum's future 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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EDITOR

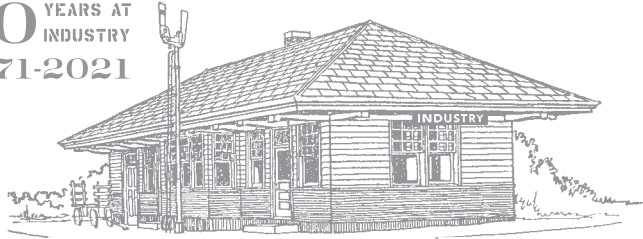
Otto M. Vondrak

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Dave Peet

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50 YEARS AT
INDUSTRY
1971-2021



2021 EVENT SCHEDULE

Schedule subject to change without notice. For your safety, face coverings are required for entry and social distancing protocols are enforced. Reservations required, please visit our web site for details.

Easter Bunny Train Rides

April 3

Sippin' and Switching Train Rides

May 22-23

Princess & Superhero Train Rides

June 19-20

Black Diamond Train Rides

July 17-18

Classic Cars and Train Rides

August 21-22

Trolleys and Trains at Twilight

June 12 • July 10 • August 14

Salute to Veterans Train Rides

September 18-19

Pumpkin Patch Train Rides

October 9-10, 16-17, 23-24, 30-31

Santa Trains to the North Pole

December 10-11, 17-18

RESERVE YOUR TICKETS TODAY

RochesterTrainRides.com

Rochester & Genesee Valley Railroad Museum

282 RUSH SCOTTSVILLE ROAD, RUSH, N.Y., 14543

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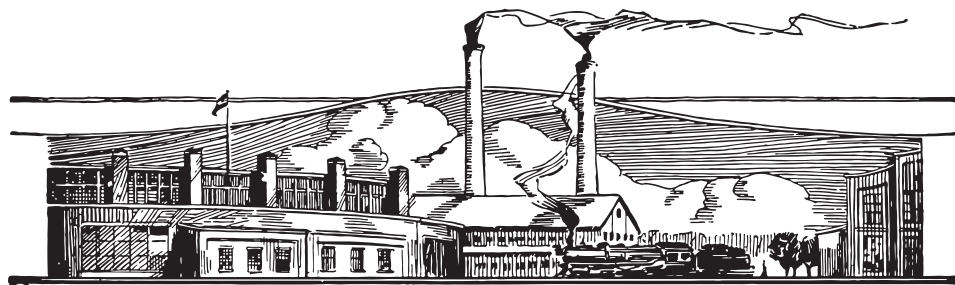
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VACANT



S H O P — N O T E S



On May 1, Track and ROW Supt. David Kehrer and volunteer Justin Carmona stack old ties to recycle as dunnage, helping to clean up from our tie replacement project in April.

UPCOMING MONTHLY PROGRAMS

Our May 20 meeting will be held virtually via Zoom. Look for an invite in your email as we approach the meeting date. The meeting will open at 7:00pm, with business meeting starting at 7:30. Jerry Jordak will present “Postcards from the P&LE.” Perhaps the most famous legacy of the Pittsburgh & Lake Erie Railroad is the series of Howard Fogg paintings commissioned by president John Barringer. Fogg painted leading industries and railroad facilities along the P&LE between 1956 and 1964, and these paintings were used on appointment calendars, postcards, prints, and booklets to promote the railroad. This program revisits many of the scenes Fogg captured in his paintings and shows how they had changed after five decades.

If conditions permit, we will host in-person meetings at Industry Depot for June 17, July 15, and August 19. We are currently seeking programs for future meetings, of just about any railroad-related topic. Please contact Otto Vondrak at ovondrak@yahoo.com to reserve your slot.

SIPPIN’ AND SWITCHING ON MAY 22-23

Normally we would be hosting our popular Rails & Ales beer tasting festival, but with restrictions on large gatherings remaining in place, we have to get creative this year. We’ll be offering train rides throughout the day, but with a twist. We have invited several local craft breweries to take part in a pop-up beer sale. Visitors will have the opportunity to purchase four-packs of local craft beer (to be consumed off-premises) from West Shore Brewing, Heroes Brewing, Roc Brewing, and Lilly Belle Meads on Saturday; with Brindle Haus, Stoneyard Brewing, Battle Street Brewing, and Blue Toad Hard Cider on Sunday. For tickets, please visit our web site at RochesterTrainRides.com.

TROLLEYS AND TRAINS AT TWILIGHT JUNE 12 • JULY 10 • AUGUST 14

The New York Museum of Transportation asked us to participate in a special joint event this summer using the museum railroad from end-to-end. “Trolleys and Trains at Twilight” will operate on three Saturdays

this summer on June 12, July 10, and August 14, from 4:00-8:00pm. Visitors will board at Industry, ride the train to Midway, transfer to trolley, and ride to NYMT. They will disembark at an old-fashioned “Trolley Park” set up on the lawn by the main entrance, where each visitor will receive a complimentary serving of ice cream and enjoy musical entertainment while they await for their return trip. Otto Vondrak is coordinating with Nancy Uffendell from NYMT on the details of the event, and we are looking forward to providing a unique experience to our visitors. Purchase your tickets now at RochesterTrainRides.com.

LEHIGH VALLEY CABOOSE 95100 RESTORATION UPDATE

The newly fabricated caboose steps have been mounted to the car, permitting entrance from all four corners for the first time since the caboose arrived on the property in 2011! Bill Marcotte fabricated and installed support brackets to complete the installation. Chuck Whalen has been working on window installation and trim. Working with Sam Rosenberg, the water




ERIE C254

ABOVE: Justin Carmona, Jackson Glozer, and Charles Rothbart apply masking on April 17 to protect the body while the roof is sandblasted.

ABOVE RIGHT: Contractors from Blastec of Henrietta sandblasted and primed the roof in one day on April 26.

RIGHT: The next day, contractors applied a coat of high-quality urethane paint to the roof.

BELOW RIGHT: Charlie Marks and Justin Carmona apply a primer coat to the window frames to be reinstalled in C254 on May 8.



tank was mounted to the interior wall. Joe Steimer has returned to help with tasks, including sanding the exterior to help prepare the surface for Charles Bell to apply a skim coat of body filler. This the next step toward preparing the car for its finish coat later this summer. Our goal is to debut the caboose for display, along with LV 211 and the LV boxcar, during our “Black Diamond Train Rides” event on July 17 and 18.

—Sam Rosenberg, Project Mgr.

ERIE CABOOSE C254 REPAIR UPDATE

On April 17, Justin Carmona, Jackson Glozer, and Charles Rothbart applied masking to protect the body while the roof was sandblasted. On April 26, contractors from Blastec sandblasted and primed the roof, returning the next day to apply a fresh coat



of black urethane paint. Justin completed the installation of the subfloor, while Charlie Marks took home the wooden window frames to recondition for new glass. Bill Marcotte replaced the missing ladder rungs on May 15 that were previously torched off by Conrail in the 1970s. We will also be performing a COTS inspection before the caboose returns to service for our June event. If you'd like to get involved at any step of the process, please contact me.

—Justin Carmona, Project Mgr.

MECHANICAL DEPT.

Our goal is to complete repairs to Erie C254 by mid-June so it can be placed back into active service. Next into the shop for repairs will be New York Central 19877, which will get an upgraded brake valve

and other minor repairs. We want to place the NYC caboose back in service before September so we can take advantage of the additional capacity for our busy fall foliage season. The Penn Central transfer caboose will come in for repairs after that. We're also looking forward to the introduction of the Lehigh Valley caboose into the active fleet later this year!

Sam Rosenberg is working on replacing the burst radiator hose in our ex-LA&L Alco RS-1. Bill Marcotte is welding in replacement sheet metal in the cab of our RG&E 110-tonner, while Rob Burz has completed installation of the improved hand brake. The big news is preparing Brooklyn Navy Yard 0-4-0T no. 12 for movement out of the Restoration Shop so it can be shipped out to Symans Enterprises

in Dunkirk, N.Y., for a full cosmetic restoration! Our schedule is to make this move by the end of June (See page 7). —J.R.N.

TRACK & RIGHT OF WAY DEPT.

To help us get a head start on our track maintenance program, we hired Scott Symans of Symans Enterprises to help us with a tie replacement project on April 17. Hauling his hi-rail backhoe and his tie inserter from his shop in Dunkirk, N.Y., Scott also brought three operators to work with him.

The Tuesday Night Track Gang had previously marked ties for replacement between Switch 6 and Midway, and removed spikes to help speed the replacement process. With Jeremy Tuke operating the Bobcat, David Kehrer and Otto Vondrak dropped new ties at each location to be inserted. With Scott using his backhoe, and another operator in the tie inserter, plus two additional workers on the ground, we were able to insert, plate, and spike more than 80 brand new ties in the main line.

Scott and his gang returned the next day to help address an elevation and curvature issue in the Hill Block. Overall, this is a huge step forward and allows us to concentrate on other track projects that need to be completed this season.

BUILDINGS & GROUNDS DEPT.

Our second depot bathroom has been completed, complete with a baby changing table as an added convenience for our visitors. This is the first time this room has been used as a bathroom in 50 years or more! Thanks to Charlie Marks, Rob Burz, and Dave Peet for getting this important



ABOVE LEFT: Broken concrete from the platform was removed on May 1, in preparation for pouring a new replacement slab.



LEFT: Scott Syman's tie inserter helped install 80 new ties on the main line on April 27.

BELOW: Track and ROW Supt. David Kehrer and Jeremy Tuke dropped fresh ties for Scott Symans and his crew to insert into the track on April 27.



project over the finish line. This improvement was funded by a grant from the Davenport Hatch Foundation.

Charlie Marks completed installation of the wainscot panels and trim in the Gift Shop (North Waiting Room), and applied a dark stain to make it blend in with the rest of the woodwork in the depot.

Our contractor arrived on May 12 to start repair and replacement of the roof fascia boards as well as the gutters and downspouts. This work was also paid for through a grant from the Davenport Hatch Foundation. Our refinisher is expected to start work on restoring the depot floors by the end of the month.

On May 8, Dave Gwilt and Otto Vondrak removed brush to open up more viewing areas along the west side of Track 6.

Work started on May 1 to expand the Railfan Overlook area to accommodate the staircase into the MDT refrigerator car exhibit, now located at its new home on Track 6 behind EK 6. On May 11, Charlie Marks, Scott Gleason, Jeremy Tuke, and Rick Auburn constructed 36 feet of additional fence, and also helped place the platform entrance in front of the MDT exhibit car. Jim Johnson is installing a new circuit to supply power to the exhibits on Track 6.

New stairs were constructed for the baggage car exhibit at the beginning of May.

The broken concrete on the station platform near the sign garden was broken up and removed by Scott Gleason and Tim Gifford. Once the area is prepped with stone, we will call the concrete mason to pour a new slab.

On May 15, volunteers Beth Smith and her daughter Jordan helped clean up and plant new flowers around our sign on Route 251, as well as the flower buckets outside the depot entrance.

Volunteers are working to get a proper woodworking area set up on the west side of the Restoration Shop with dedicated tools and work areas. Pallet racking was installed to provide additional storage space.

We are also working on a number of improvements all around the museum, contact me if you'd like to get involved.

—Charlie Marks,
Buildings & Grounds Supt.

WELCOME NEW MEMBERS

Please join me in welcoming these new members to the museum!

- Jay Baycura**, student, Potsdam, N.Y.
 - Kurtis Hooey**, student, Big Flats, N.Y.
 - Latish Hughes**, family, Rochester, N.Y.
- Sam Rosenberg, Membership Chair

FACEBOOK.COM/RGVRRM
Flickr.COM/RGVRRM



LEFT: The Railfan Overlook area has been expanded by another 40 feet to accommodate entry to the MDT refrigerator car exhibit, which has been relocated to Track 6. The new fence was installed on May 11.

BELOW LEFT: The safety cage was placed back on top of Kodak tank car 52 on May 4.

BELOW: Charles Bell has been applying a skim coat of body filler and sanding it smooth to prepare Lehigh Valley 95100 for its finish coat later this summer.



BROOKLYN NAVY YARD No. 12 TO BE RESTORED FOR DISPLAY

OUR MUSEUM'S DREAM to own a steam engine was fulfilled on November 4, 1997, when Brooklyn Navy Yard 0-4-0 no. 12 arrived at Industry. After decades of hard work by many volunteers, this historic engine will be cosmetically restored and placed on public display to be enjoyed by our museum visitors and members alike.

The story begins at the sprawling Brooklyn Navy Yard in Brooklyn, N.Y. The 255-plus acre facility was served by more than 30 miles of railroad, moving materials throughout the shipyard. In 1918, the Navy ordered two Vulcan 0-4-0 tank engines to add to the growing roster, No. 12 (built September) and No. 13 (built in October).

In May 1947, No. 12 was sold to the Dexter & Northern Railroad, a half-mile industrial railroad owned by the Dexter Sulphite Pulp & Paper Co. located in Dexter, N.Y., near Watertown. The railroad contracted with New York Central to install a new set of flues in the engine in 1955. The operation shut down a year later when the branch was acquired by NYC, and the steam locomotive passed into private ownership.

Bob Smith purchased the locomotive and moved it to his Skyline Amusement Park in Tioga Center in the 1970s. After the park closed, No.12 was purchased by Dr. Gerry Bertoldo, a veterinarian from Attica. In 1974 it was moved to the Tioga Transportation Museum in Flemingville, N.Y., just a few miles north of Owego. The steam engine was operated occasionally on a private siding between 1975 and 1991. Following the loss of a boiler tube, the locomotive was taken out of service.

Thanks to the generous cooperation of Gerry Bertoldo, ownership of No. 12 was transferred to RGVRRM on November 3, 1997. The following day, several volunteers traveled to Flemingville to assist with the movement of the locomotive to Industry, with help from our friends at Mendon Enterprises trucking.

Since the locomotive had been in recent operation, it was considered a good candidate for restoration to operation. In April 2002, we hired licensed contractors to re-



This builder's photo shows Brooklyn Navy Yard No. 12 how it appeared shortly after its construction in September 1918 by Vulcan in Wilke-Barre, Pa. PHOTO COLLECTION PHILLIP M. GOLDSTEIN, MILITARY RAILROADS OF THE NEW YORK METROPOLITAN AREA WEB SITE

move the asbestos lagging from BNY No. 12. Once the flues were removed by volunteers and the boiler shell was uncovered, an analysis was performed by the Strasburg Rail Road in 2010 to assess the overall condition of the boiler. It was found that the boiler needed new firebox sheets and flues, which was prohibitively expensive for our organization to take on. The project languished inside our shop for a few years while the museum focused on other priorities and considered next steps.

In 2017, your museum board of directors voted to commence a cosmetic restoration of No. 12, with the goal of placing the engine outside and building stairs so visitors would be able to tour the cab. Joel Shaw volunteered as project manager, with help from long-time members Rand Warner and Norm Shaddick. The stated goal was to return the locomotive to its 1918 appearance as much as possible, without performing any work that would keep the engine from returning to active service someday. Volunteers have already cleaned and painted several areas of the locomotive. Joel himself has been working on the cab's interior woodwork and building new windows.

With Norm Shaddick's unfortunate passing in July 2020, he left a generous mon-

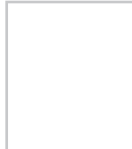
etary gift to the museum, with the request it be applied to museum steam projects. After some deliberations and consultation with project manager Joel Shaw, it was decided to have BNY No. 12 professionally restored off-site by Scott Symans at his Symans Enterprises shop in Dunkirk, N.Y. As many of you know, Scott lovingly restored the Viscose 0-4-0 No. 6 which has operated at our museum in 2017, 2018, and 2019, fulfilling the dream of having an operating steam engine at Industry. Scott also did much of the cosmetic repair work on the New York Central 0-6-0 steam engine No. 6721 on display at the Utica Union Station that was damaged by a runaway freight car in 2015. We know that Scott will do a tremendous job for us as well!

Not only will the completion of this project free up valuable space inside our Restoration Shop, it will add an exciting new exhibit to our museum experience. Visitors will be able to tour the cab when the engine is placed on display in the Upper Yard, Norm Shaddick's thoughtful gift to our museum will ensure this little steam switcher that spent its entire career within New York State will be preserved for future generations to learn from and enjoy.

—Joe Nugent, Motive Power Supt.



THE SEMAPHORE
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 ROCHESTER, NY 14692-3326



NEXT MEETING:
May 20, 2021
 VIRTUAL MEETING via ZOOM

PLAN AHEAD:
June 17, 2021
 MEET AT INDUSTRY DEPOT

Find us on Facebook! facebook.com/rgvrrm



Just a few years into its restoration by Rochester Chapter NRHS, local railfan Ken Darron stopped by to take this photo in May 1973. The depot was briefly named "Oatka" between 1906 and 1909, and we applied that name for a few years before we changed it to "Industry." PHOTO BY WARD KENNETH DARRON, JR.