



**HIGHBALL 95100:** Conductor Justin Carmona signals to car host Charles Rothbart that our train is ready to depart Industry on August 19. This marked the maiden voyage for newly restored LV 95100 as a surprise for our members. Up front is ex-Livonia, Avon & Lakeville 20 and Lehigh Valley 211. The exterior restoration was completed in time for our Night Photo Session hosted on August 21. OTTO M. VONDRAK PHOTO

# We Did it Again

## INSIDE

2021 Schedule . . . . . 2

50th Anniversary . . . . . 2

Night Photo Session . . 3

Elections. . . . . 7

Buffalo Creek Boxcar . 7

An audible gasp of surprise could be heard from the assembled members at our meeting at Industry Depot as our excursion train backed down the hill with newly restored Lehigh Valley caboose 95100 on the rear on the evening of August 19. Literally plucked from the scrap yard at the end of 2011, ten years of careful planning and hard work resulted in yet another proud achievement for our volunteers and members.

Of course, our museum is much more than fresh paint on an old caboose. However, completing projects like these is a symbol of our commitment to be good stewards of our collection of historic trains. What's more, an accomplishment like finishing LV 95100 comes close on the heels of the completion of Buffalo, Rochester & Pittsburgh 280 last year. Our 1909-built Pennsylvania Railroad hopper car was also touched by

the painter's brush, getting fresh paint and lettering, as well as repairs to its brake system. Kodak Tank Car 52 is wearing a bright coat of silver, with crisp black lettering.

Over the years, some have lamented, "We have too much stuff to take care of." At one point, that may have been true, with a list of "someday" projects growing even as we acquired new items. While every piece in our collection may not be restored to "showroom quality," I dare say the number of "someday" projects to get paint or repairs is down to a handful. And for a group our size, that's damned impressive. We owe it all to our volunteers and donors.

Where do we go next? Your ideas for our museum's future are welcome. 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)

**R&GV Railroad Museum**  
P.O. Box 23326  
Rochester, NY 14692-3326

**President**

Otto M. Vondrak  
(585) 820-2341  
ovondrak@yahoo.com

**Vice President**

Peter Gores

**Treasurer**

Dave Peet

**Recording Secretary**

David Kehrer

**Corresponding Secretary**

Jeremy Tuke

**Trustees**

David Kaiser  
Adam Lloyd  
Charlie Marks  
David Monte Verde  
Joe Nugent  
David Scheiderich  
David Shields



The official publication of  
the Rochester & Genesee Valley Railroad Museum

Volume 64, No. 9

**EDITOR**

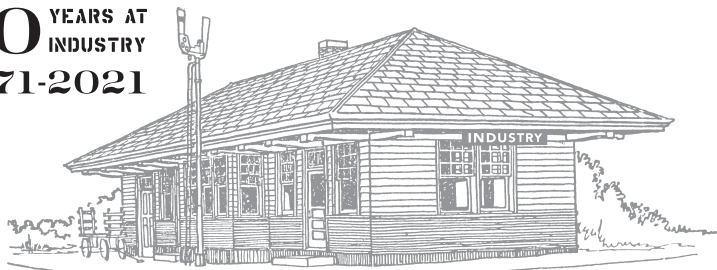
Otto M. Vondrak

**PRINTING AND MAILING**

Dave Peet

©2021 Rochester & Genesee Valley Railroad Museum. The Semaphore is published monthly by the Rochester & Genesee Valley Railroad Museum. Electronic distribution by e-mail is free. First-Class mailing is available for \$13.00 a year. Non-member mailed subscriptions are \$15.00 and run from January 1 to December 31. Member meetings are held the third Thursday of each month, and the Board of Trustees meets the first Thursday of each month. Any items related to the activities of the Rochester & Genesee Valley Railroad Museum, and regional railroad history and current events are gladly accepted for publication.

**50 YEARS AT  
INDUSTRY  
1971-2021**



# 2021 EVENT SCHEDULE

## Salute to Veterans Train Rides

September 18-19

## Rails & Ales • ~~Wine & Cider Train~~

September 25

## Pumpkin Patch Train Rides



16-17, 23-24, 30-31



## Santa Trains to the North Pole

December 10-11, 17-18

RESERVE YOUR TICKETS TODAY

# [RochesterTrainRides.com](http://RochesterTrainRides.com)

**Rochester & Genesee Valley Railroad Museum**

282 RUSH SCOTTSVILLE ROAD, RUSH, N.Y., 14543  
EASY TO FIND FROM EXIT 11 OFF I-390

EST. 1937 • ALL-VOLUNTEER • A 501c3 NON-PROFIT EDUCATIONAL ORGANIZATION

**50 YEARS AT  
INDUSTRY  
1971-2021** **INDUSTRY DEPOT  
50th ANNIVERSARY  
OCTOBER 15**

**We're celebrating the 50th anniversary of  
purchasing Industry Depot with a special  
event on Fri., Oct. 15, at 2:00pm.**

**YOU'RE INVITED! DETAILS TO COME!**



## MUSEUM CONTACT INFO

### MUSEUM PRESIDENT

Otto Vondrak

(585) 820-2341 ovondrak@yahoo.com

### BUILDINGS & GROUNDS SUPT.

Charlie Marks

(585) 637-4271 cmarks@frontiernet.net

### MECHANICAL SUPT.

Joe Nugent

(585) 944-1047 joe.r.nugent@gmail.com

### OPERATIONS SUPT.

Frank Gough

(585) 703-4476 fmgough34@gmail.com

### TRACK AND RIGHT-OF-WAY SUPT.

David Kehrer

(585) 576-3843 dkehrer1@gmail.com

### CONSTRUCTION SUPT.

VACANT

### INTERIM PUBLIC RELATIONS SUPT.

Otto Vondrak

(585) 820-2341 ovondrak@yahoo.com

### MEMBERSHIP CHAIRMAN

Sam Rosenberg

ALC0251@frontiernet.net

### PROGRAM CHAIRMAN

VACANT

## UPCOMING MONTHLY PROGRAMS

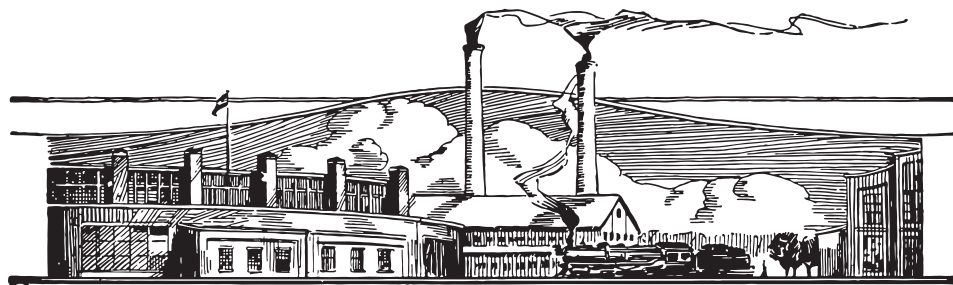
As long as conditions allow, in-person meetings return to the 40&8 Club (located at 933 University Ave., Rochester, NY) starting September 16. Doors open at 7:00pm, and meeting begins at 7:30. Cash bar available. The evening program will begin after the brief business meeting. On **September 16**, we welcome back **Devan Lawton** will present highlights of the *Flying Scotsman* (LNER 4-6-2 4472) as it made its way west from Buffalo to San Francisco in September 1971.

If you are showing symptoms or feeling at all unwell, please stay home.

**We are currently seeking programs for future meetings, of any railroad-related topic of local interest.** To reserve your slot, email ovondrak@yahoo.com.

## CLASSIC CARS & TRAIN RIDES AUGUST 21-22

Despite the threat of rainy weather, we hosted 433 visitors through the weekend of August 21 and 22 for Classic Cars & Train Rides. We hosted two different groups of



## SHOP — NOTES



**SURPRISE!** Members pose with newly restored Lehigh Valley caboose 95100 at our members meeting at Industry Depot on August 19, before departing on the maiden voyage. OTTO M. VONDRAK PHOTO

cars on Saturday and Sunday; including Chevrolets, Studebakers, Fords, Jeeps, Buicks, and even a LaSalle. We look forward to hosting this event again next year!

## NIGHT PHOTO SESSION

Your museum hosted more than 20 photographers visiting from as far away as Pennsylvania and Ohio on the night of August 21. Professional strobe lighting was coordinated by Steve Barry, editor of *Railfan & Railroad* magazine. Two different trains were posed in various locations around the museum after dark.

The first pose was with our Lehigh Valley freight train, consisting of LV 211, LV boxcar, and newly restored caboose 95100 on Track 4 at Industry Yard. With instruction from Steve Barry, attendees learned how to set their camera's exposure for optimum nighttime results.

The next pose was staged up at the Restoration Shop, which stood in for the coal unloader at Rochester Gas & Electric Bee-Bee Station. RG&E 1941 was coupled to freshly painted and lettered Pennsylvania Railroad hopper 747803, as if it was being

spotted for "unloading." A bucket of real coal was scattered on the ground for effect!

Next, the group moved up to Switch 6, where the Lehigh Valley train was posed with the switchman's shanty and signal bungalow, both freshly painted for the event. Scenes were set up with the train "coming" and "going," and real LV signs loaned from private collections staged the train at Blacksmith Interlocking (between Manchester and Farmington), Wheatland Interlocking (near Caledonia), and Ridge Interlocking (near Buffalo).

Many volunteers put in tremendous extra effort to pull off a successful event. Thanks to Joe Nugent for making sure equipment was prepared for the event, and posing as the "engineer" of RG&E 1941, thanks to Sam Rosenberg and David Scheiderich for being the crew of the LV train, and thanks to Mike Smith and Otto Vondrak for posing as various workers throughout the night. Thanks to Charlie Marks for getting a fresh coat of paint on the Switch 6 shanty, and to Adam and Lexi Lloyd for painting the bungalow. Thanks to Adam Lloyd and David Monte Verde for loaning LV signs.





## LEHIGH VALLEY 95100

Thanks to Bill Marcotte for fabricating and installing a new set of number boards for LV 211's high hood, and to the entire team who busted their hump to have the exterior of LV 95100 ready for the event.

For those who were unable to attend this paid special event fundraiser, we will be hosting a separate daytime event for members in the near future. —O.M.V.

### RAILS & ALES RETURNS SEPTEMBER 25-26

After a one-year absence, your museum will be hosting Rails & Ales Oktoberfest on September 25 featuring local craft breweries. The event will run from 12:00-4:00pm, and includes a free souvenir tasting glass with your ticket. Check our web site at [www.RochesterTrainRides.com](http://www.RochesterTrainRides.com) for participating vendors, and to purchase your tickets. Unfortunately, we could not secure enough commitments from vendors to hold the Wine & Cider Tasting on September 26, so that event has been canceled.



**TOP:** Lehigh Valley caboose 95100 makes its maiden voyage with a special trip all the way up to BOCES Crossing during our members' meeting on August 19. CHARLES ROTHBART PHOTO

**ABOVE LEFT:** Otto Vondrak masks off the LV diamond on the morning of August 19. The positioning of the rivets meant this part of the design could not be replicated with vinyl. BILL MARCOTTE PHOTO

**ABOVE:** Our friends from Fastsigns of Henrietta cut and installed the vinyl lettering based off artwork drawn by Otto Vondrak. Ron Kosmider, Jr., did the honors.

**RIGHT:** Chuck Whalen applies "safety orange" paint to the handrails of the caboose. These details really "pop" off the red body!

**BOTTOM RIGHT:** Bill Marcotte installs the hardware that allows the end doors of the caboose to be secured.







## NIGHT PHOTO SESSION

**LEFT:** A Lehigh Valley crew switches out their train before departing down the branch line.  
STEVE BARRY PHOTO, LIGHTING

**BELOW LEFT:** Workers check a bad bearing on a Pennsy coal hopper late at night at the Rochester Gas & Electric BeeBee Station in 1966.

**BOTTOM LEFT:** The conductor returns the highball signal from the signal maintainer working at Wheatland Interlocking near Caledonia sometime in 1974.

CHRISTOPHER PLAYFORD PHOTOS, STEVE BARRY LIGHTING

### LEHIGH VALLEY CABOOSE 95100 RESTORATION UPDATE

It was very exciting to see a freshly painted and lettered LV 95100 emerge into the sunshine for the first time at our members' meeting on August 19! As the caboose celebrates its 80th year, we look forward to wrapping up the restoration of the interior. Your donations in any amount will help speed our progress. Please donate at [rgvrrm.org/donate](http://rgvrrm.org/donate)

—Sam Rosenberg, Project Mgr.

### MECHANICAL DEPT.

Lehigh Valley caboose 95100 made its (surprise) debut at our member meeting at the depot on August 19. The freshly painted and lettered caboose brought up the rear of our excursion train, which was operated on "rare mileage" all the way up to BOCES Crossing. A significant accomplishment, Sam Rosenberg and his team now turn their attention to finishing the interior.

Bill Marcotte fabricated two new stirrups for the north end of Pennsylvania Railroad hopper 747803, and well as repaired three grab irons that had been crushed in during its days at the Owens-Illinois glass plant in Brockport. Aside from improving the appearance, this also helps make the cars safer to mount when switching in the yard.

Penn Central transfer caboose 18526 will be next into the shop for repairs. A rooftop water leak caused damage to some of the interior plywood walls panels, which will have to be replaced. The floor and threshold tread plates will also be repaired and replaced as needed. Charlie Marks will be heading up these efforts, and all assistance is welcomed. Built at Despatch Shops in 1969 and donated to our museum by Con-rail in 1996, the car was restored and placed in service in 2002.





Thanks to our friends at **Genesee Valley Transportation** for donating five brand new air brake hoses that will be used to replace worn examples throughout our fleet of vintage equipment.

We're always looking for volunteers to help with locomotive maintenance, inspections, and repair. Your museum needs additional help to keep our vintage fleet in top operating condition. Please contact me if you're interested in helping out.

—Joe Nugent, *Mechanical Supt.*

## KODAK TANK CAR 52

John Redden has been hard at work getting a fresh coat of silver paint applied to the body of Kodak Tank Car 52, complete with fresh "EKCX 52" reporting marks. Volunteer Rick Auburn helped make and install new wood blocks that help support the tank body against the frame. The car was built in 1930 by General American Tank Car Co. (GATX) and was used by Kodak to transport chemicals. It was donated to our museum in 1995.

**RIGHT:** RGV 54 brings the Burro Crane down to Industry Yard so it can be loaded onto a trailer for delivery to Salamanca Railroad Museum.

**BELOW:** Just some of the classic cars on display on August 21 at Industry Depot.

**BELOW BOTTOM RIGHT:** Volunteer Rand Warner displayed his LaSalle convertible on the curb next to the depot, which attracted a lot of attention from passer-by!

**BELOW RIGHT MIDDLE:** Kodak Tank Car 52 is wearing a fresh coat of silver paint and crisp black lettering thanks to volunteer John Redden.

## BUILDINGS & GROUNDS DEPT.

Charlie Marks replaced the trim around the doorway from the South Waiting Room into the Agent's Office at the end of August in an attempt to make it blend in better with the existing woodwork. A doorway was cut through the original ticket window by volunteers in the 1970s to make it easier to pass through the building without having to walk all the way around the outside. The trim was rebuilt and stained to match.

Edging ties were placed at the north end of the depot lawn in preparation for J. Crew Landscaping to raise the level of topsoil and repair the lawn as needed. We will be finishing off the area between the edging and the track with stone to facilitate drainage and improve the looks of our grounds at the north end of the yard.

We are always looking for new faces to get involved, contact me for details.

—Charlie Marks,  
*Buildings & Grounds Supt.*

## TRACK & RIGHT OF WAY DEPT.

The Tuesday Night Track Gang has been dodging the raindrop this season, working hard to complete spot repairs around the railroad. An elevation issue was addressed between Switch 6 and Switch 7 at the end of August. Unfortunately, when equipment was removed from Track 5 to prepare for the Night Photo Event, it exposed some gauge issues and it was decided to close off that track until an assessment for repairs can be completed.

Adam Lloyd has assembled a materials list in preparation for extending Track 9





South behind the Restoration Shop. This will give us additional storage and flexibility around the museum.

## BURRO CRANE DELIVERED TO SALAMANCA

The Model 40 Burro Crane purchased by Salamanca Railroad Museum last year was safely transported to their museum grounds on August 27 by Symans Enterprises. The Model 40 was produced by Western-Culler from 1950 through 1997. This particular crane was in use at the Foster-Wheeler plant in Dansville, N.Y., and was later acquired by Vitale Bros. Contracting in Piffard. It was donated to our museum in 1997, and several volunteers worked to rebuild the diesel engine that propels the crane. In storage for nearly 20 years, it was

deemed excess to our needs, it was sold to SRM, where they intend to put it to good use around their property. —O.M.V.

## STATION BENCH UPDATE

Our waiting room bench has been sent out for restoration at **John H. Bailey Custom Furniture** in Lima. Donated to us by the **Avon Historical Society** in 2012, the bench was used in the Erie Railroad station in Avon until at least 1947. When it arrived at our museum, it was already missing some legs. The bench was set on cinder blocks so visitors could use it while waiting for their train at Industry.

Visiting the shop at the end of August, a replacement end had been fabricated and installed, as well as new armrests to replace the ones that were missing. Some veneer

had been repaired as well. The next step includes applying separate carving details to the new armrests, and staining and finishing the new parts so they blend in with the originals.

Your museum is raising \$3,500 to offset the costs of repair and restoration, and return the restored bench to our depot in time for our 50th anniversary in October. So far we have raised \$790. A donation in any amount will help. Visit <http://tinyurl.com/rgvbench> to donate.

## ELECTIONS COMMITTEE

Three trustee positions will be up for election in November. We are always looking for new voices to join our Board. If you would like your name added to the ballot, please contact me for details by email at [emarks@frontiernet.net](mailto:emarks@frontiernet.net).

—Charlie Marks, Committee Chair

## BUFFALO CREEK BOXCAR GOES HOME

On July 15, Buffalo Creek Railroad boxcar 1424 was successfully transported from Goodman Street Yard in Rochester to its new home for restoration and display at Silo City in Buffalo by **Winters Rigging**. The project was organized by the **Flour-By-Rail Legacy Project**, and paid for in part by a CSX Community Grant secured by R&GVRRM. The 40 ft. car was built for Buffalo Creek by Pullman-Standard in the summer of 1952. These cars were among the first to sport the iconic “flour bag” logo, demonstrating the railroad’s ties to serving the flour and grain silos on Buffalo’s waterfront. Buffalo Creek Railroad (BCK) was jointly owned by both the Lehigh Valley and Erie Railroad, and became part of Conrail in 1976. Funds are being raised to restore the car to its as-built paint and lettering, and will be a future home to interpretive exhibits as part of an ongoing heritage project sponsored by FBRLP.

**VISIT [FLICKR.COM/RGVRRM](https://www.flickr.com/photos/rgvrrm/)**

**ABOVE LEFT:** Buffalo Creek Railroad boxcar 1424 was loaded up onto a flatbed trailer by Winters Rigging on July 15 for the move from CSX Goodman Street Yard in Rochester to Silo City in Buffalo.

**LEFT:** Our station waiting room bench is being repaired and restored by John H. Bailey Custom Furniture in Lima, N.Y. Your donation in any amount will help offset the cost of this project.







**THE SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326



**NEXT MEETING:**

**Sept. 16, 2021**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

**PLAN AHEAD:**

**Oct. 21, 2021**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

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



Built in February 1941 at Lehigh Valley's Sayre Shops, caboose 95100 was plucked from the scrap pile in October 2011. Ten years later, it has emerged from the shop restored to its mid-1970s appearance. It made its maiden voyage on our museum railroad on August 19. Interior restoration continues.