



www.rgvrrm.org

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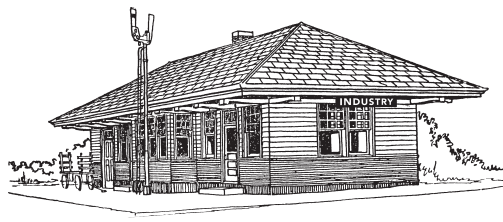
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50 YEARS AT INDUSTRY 1971-2021

BY OTTO M. VONDRAK

On the occasion of our museum's 50th anniversary, please enjoy this history of Industry Depot, as compiled from various sources by the editor.

CHAPTER 1: FROM OATKA TO INDUSTRY

The old Erie Railroad depot at Industry has a long history stretching back to the late 19th century. The tracks in front of the depot were laid in 1853 by the Rochester & Genesee Valley Railroad between Rochester and Avon, and the first station on this site was built at the same time. This stop served the village of Scottsville, some two miles away to the west. The depot provided the village with daily mail, express, and passenger service. A horse-drawn omnibus ran from the village and connected with all trains. In the early years before the Mount Morris Dam was constructed, the Genesee River would inundate the flood plain between the village and the depot. Passengers would have to resort to using flatboats to reach the train station in wet weather.

In 1858, the Rochester & Genesee Valley Railroad was leased to the Buffalo, New York & Erie Railroad, which in turn was controlled by the Erie Railway. Competition was on the horizon, however. By 1874, the Rochester & State Line Railroad (later the Baltimore & Ohio Railroad) reached the village of Scottsville proper, providing the first direct service between Rochester and points south. By 1882, the Rochester, New York & Pennsylvania Railroad (later acquired by the Pennsylvania Railroad) completed its line from Rochester to Hinsdale, with a station in Scottsville. With two stations located right in the village, the old Erie depot across the floodplain became less attractive for local travel, and traffic dropped off considerably.

The Erie station was renamed "Pixley" in 1903 after a station agent who served the company for many years. The depot's name was again changed to "Oatka" after a nearby creek in 1906, but still did not reflect its true location.

Around the same time, the State Industrial School for youthful offenders was relocated from Rochester to Rush, with construction beginning in 1904, and the first

inmates arriving in 1906. This large campus included not only housing, but classrooms, communal dining rooms, chapels, a trade school, and land to teach farming skills. With its expanded role, it was renamed the State Agricultural and Industrial School, and often simply referred to as "Industry."

In November 1908, the managers of the Industry school complained to the New York State Public Service Commission regarding the condition of the train station at Oatka. The managers stated when the site for the new institution was selected, the Erie Railroad made assurances that a new and improved station would be built to serve it. With more than 125 employees taking care of 500 inmates, it was cited traffic through the station averaged about 600 passengers per week in December 1907. The Erie Railroad notified the PSC in July 1909 that work to build a suitable station at Oatka would begin at once.

The original Oatka station was relocated just north of the original site and was retrofitted to become a freight house, complete with its own siding. The new station was constructed entirely of wood, with a low-pitch hip roof. The plan included two waiting rooms separated by an agent's office in between. As originally designed, one waiting room was designated for women traveling alone, while the other was intended for men and families. In practice, the women's waiting room was reserved for Industry school inmates and their chaperones, while the general public used the men's waiting room. Of note are the waiting room seats, which are made from bentwood laminations and attached directly to the station walls. The basement was equipped with a coal furnace for heating, and the station enjoyed all the modern conveniences of indoor plumbing. Finally, the name of the station was officially changed to "Industry" on October 20, 1909.

(To be continued next issue.)

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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.

November 18 will be our annual **Elections and Members' Slide Night**. Members are encouraged to bring no more than 20 digital images or slides in a carousel on any railroad topic. Please RSVP to Otto Vondrak at ovondrak@yahoo.com to reserve your presentation spot.

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.

MUSEUM 50th ANNIVERSARY

We marked the 50th anniversary of the purchase of Industry Depot on Friday, October 15. A number of trustees and mem-



On November 3, ties were placed and rail dropped for the Track 9 South extension behind the restoration shop. Adam Lloyd is heading up this project that will add another 145 feet to this storage track, building on earlier construction from 2019. OTTO M. VONDRACK PHOTO

bers were in attendance, as well as guests from New York Museum of Transportation, Avon Historical Society, NYSDOT, Amtrak, Genesee & Wyoming, Berkshire Scenic Railway Museum, and the Town of Rush. Guest speakers included Rand Warner and Peter Gores (both members of the original Depot Search Committee and in attendance at the first depot work session) and NYMT president Charlie Lowe. Following the remarks, a tour was made of the museum railroad and shops. Later that evening, 40 members and guests enjoyed a barbecue dinner inside the Restoration Shop catered by 3 Legged Pig of Lakeville. Remarks were made by museum president Otto Vondrak, vice president Peter Gores, past president Rand Warner, and special guest Devan Lawton. Look for more special events in 2022! —O.M.V.

PUMPKIN PATCH TRAIN RIDES

Your museum welcomed 3,486 visitors over three weekends during our Pumpkin Patch Train Rides. This accounts for 45% of our attendance this year! Pumpkins were provided by our neighbors at Gro-Moore Farms, and we saw the return of the petting zoo provided by Niagara Downunder. The Flower City Tinplate Trackers returned with their Lionel model railroad in the Restoration Shop. Despite rainy and cool weather, it was a very successful event and a great way to end our regular season! Thanks to everyone who helped out!

SANTA TRAINS RETURN DECEMBER 10-11, 17-18

We will bring back our popular Santa Trains to the North Pole for 2021, changing up the schedule slightly to offer departures on Friday and Saturday evenings, versus Saturdays and Sundays. Visitors start their journey at Industry Depot, boarding one of our streamlined *Empire State Express* cars for the ride to the North Pole! On board, visitors will enjoy hot cocoa at their seats while carolers entertain them. Upon arrival at the North Pole, Santa and Mrs. Claus will visit with each child before boarding the train and returning to Industry. Reservations are required, and tickets are on sale now. **All trains have sold out!** We need volunteers to help make this event a success, especially on board the train where we serve cocoa to passengers at their seats. Join us and get in the holiday spirit!

LEHIGH VALLEY CABOOSE 95100 RESTORATION UPDATE

Chuck Whalen is hard at work on the interior, applying primer and finish coat to the walls. The floors have also been cleaned and sanded in preparation for paint and finishing. The caboose will remain inside the shop and work will continue through the winter as time and conditions permit.

Your donations in any amount will help speed our progress. Please donate at rgvrrm.org/donate

—Sam Rosenberg, Project Mgr.

MECHANICAL DEPT.

Joe Nugent drained LA&L Alco RS-1 20 at the end of October, preparing the unit for winter storage.

Sam Rosenberg met with Joe Nugent at the beginning of the month to review the punch list of tasks to re-assemble RG&E GE 110-tonner 8 and return it to service.

Contractors arrived on November 1 to begin asbestos remediation on the Erie Stillwell Coach. The work is expected to take up to one week, including clean up and disposal.

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.

BUILDINGS & GROUNDS DEPT.

The grass had just come in on the new extension of the depot lawn in time for the animals from the petting zoo to chew it up during the month of October. Fortunately, it has a tendency to grow back each year.

As the weather turns freezing, we will be shutting down the bathroom in the North Waiting Room, but the bathroom in the South Waiting Room will remain open. The heater will be on, and to help us save on the electric bill, please make sure the bathroom door is closed at all times!

—Charlie Marks, Buildings & Grounds Supt.

TOP RIGHT and MIDDLE: Unable to book a venue far enough in advance, we decided to host our 50th anniversary dinner inside the Restoration Shop on October 15. Delicious barbecue was catered by 3 Legged Pig of Lakeville.

RIGHT: The Livonia, Avon & Lakeville provided entertainment during our re-dedication of Industry Depot on October 15.

BELOW: Museum president Otto Vondrak presents the 50th anniversary dedication plaque to Rand Warner and Peter Gores. DEVAN LAWTON





OFFICIAL 2021 BALLOT



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

In accordance with Articles III and IV of the RGVRM By-Laws, the Elections Committee has nominated candidates for election to fill the expiring terms. The names of those selected by the committee are listed below. Vote for candidates by placing an "X" in the appropriate box [].

Trustee Three-Year Term (Vote for THREE candidates)

[] David Scheiderich

[] David Monte Verde

[] Bill Marcotte

[] Dana Fuellhart

[] Write-In: _____

[] Write-In: _____

[] Write-In: _____

Elections will take place at the November 18, 2021 membership meeting at 7:30 p.m.

located at 933 University Avenue, Rochester, N.Y.

Please bring your ballot with you, or mail your ballot to:

RGVRM Ballot, P.O. Box 23326, Rochester, NY 14692

MAIL YOUR BALLOT BY NOVEMBER 12

RGVRRM BALLOT
P.O. BOX 23326
ROCHESTER, NY 14692-3326

PLEASE
PLACE
POSTAGE
HERE



See other side for official 2021 ballot. Please bring your completed ballot to the November 18 meeting or mail your ballot by November 12 to make sure your vote is counted!



Pumpkin Patch Train Rides

Once again, your museum enjoyed record attendance for three weekends in October.

ABOVE: One family came dressed for their ride to the pumpkin patch!

LEFT: We didn't let the rain dampen our spirits!



BELOW LEFT: The petting zoo returned this year and was a huge attraction. An alpaca takes an interest in the train departing Industry.

ter's rich railroad heritage for future generations to enjoy. Besides gifts of cash, donations of durable goods and professional services are also appreciated. Donations to our 501c3 non-profit are tax deductible to the fullest extent of the law (consult your tax professional for details). —O.M.V.

ELECTIONS COMMITTEE

Three trustee positions will be up for election in November. Nominations were taken from the floor at our October 21 member meeting. In addition to David Scheiderich and David Monte Verde who are running for re-election as Trustees, Bill Marcotte and Dana Fuellhart were also nominated for the remaining third Trustee seat. Elections will take place at the November 18 member meeting. If you cannot attend in person, please mail your ballot before **November 12** to ensure it arrives in time to be counted. Thank you!

—Charlie Marks, Committee Chair

TRACK & RIGHT OF WAY DEPT.

Throughout October, ballast was laid down on the extension for Track 9 South. The roadbed for Track 5 at Industry was leveled and stone was laid down as well. Two kegs of new railroad spikes arrived at the end of October. A shipment of high-quality used relay ties arrived on November 2, while allowed ties and rail to be laid on the Track 9 extension on November 3 (thanks to Adam Lloyd, Scott Gleason, Jeremy Tuke, and Otto Vondrak). Volunteers will be needed to plate and spike the extension before the snow flies.

The unruly stockpile of rail and track materials behind the Restoration Shop east of the fill has been cleaned up and organized, thanks to Adam Lloyd and Scott Gleason and the efforts of the Construction Dept.

This will allow us to clear out the area east of the fill and remove the storage trailer.

The Tuesday Night Gang continues to make spot inspections and repairs along the main line, with an eye towards next year's projects as we wrap up this season.

Volunteers are always welcome to join our efforts. Get in touch to find out how.

—Dave Kehrner, Track & ROW Supt.

YEAR-END GIVING: PLEASE SUPPORT YOUR MUSEUM

As we wrap up a successful year and strive to return to "normal," please consider making a gift to support the Rochester & Genesee Valley Railroad Museum (EIN 11-2417326). A donation in any amount will help ensure your museum is able to continue its mission of preserving Roches-

How to use our GROUP EMAIL LISTS:

**TO REACH ALL MEMBERS
(GENERAL DISCUSSION):**
members@lists.rgvrrm.org

MUSEUM OPS AND VOLUNTEERING:
volunteers@lists.rgvrrm.org



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

NEXT MEETING:

Nov. 18, 2021

933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:

Dec. 16, 2021

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm



Industry Depot as it appeared in October 2021, fifty years after we purchased it from Erie Lackawanna. Otto Vondrak installed new station signs using lettering drawn by artist Mitch Markovitz following photos from when the station was built in 1909. OTTO M. VONDRAK PHOTO