

THE

SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 65 No. 1
JANUARY 2022

NEXT MEETING:

January 20

*Otto Vondrak presents
Rochester Subway photos
from Tom Kirn Collection*



2021 in Review



www.rgvrrm.org

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—CHRIS PLAYFORD PHOTO

Message from the President

Your museum saw encouraging growth throughout 2021 as pandemic restrictions were relaxed and we were able to host a full schedule of public events. Our 50th anniversary celebration may have been a bit subdued, but it was an important milestone none the less. And we had so much to be proud of in 2021!

Everyone was excited to see the completion of the exterior restoration of Lehigh Valley caboose 95100. Rescued off the scrap pile at the end of 2011, the project has really raced across the finish line in the last five years thanks to many volunteers and the leadership of Sam Rosenberg. The shiny Cornell Red caboose was the star of a special night photo session hosted on August 21, which also featured the repainted and re-lettered Pennsylvania Railroad coal hopper 747803. It was nice to add two fully decorated pieces of equipment to our roster in 2021! We also made repairs to our Erie Railroad caboose, thanks to project manager Justin Carmona.

To celebrate the 50th anniversary of its acquisition, we accomplished a significant amount of work around Industry Depot. The floors in the south waiting room and agent's office were repaired and refinished, looking like new. New gutters and fascia were installed around the roof. The broken platform was repaired with new concrete. The lawn was extended to the north. The gift shop wall was dressed up with wainscot and trim to match the rest of the depot interior. New period-correct station signs were installed. We brought our second

bathroom online, rebuilding the former ladies bathroom in the north waiting room as a "Family Restroom" complete with new tile floor and a baby changing table.

Of course, many tasks take place behind the scenes that are essential to our continued growth. The daily maintenance of our museum and its machines does not go unnoticed, including replacing traction motor brushes, chopping firewood, mowing the lawn, changing oil and filling gas tanks, taking out the trash, gathering scrap metal for recycling, replacing light bulbs, cleaning and organizing our property, taking out the recycling, paint touch ups, sweeping the floors, filing regulatory paperwork, replenishing paper towels, and the hundreds of other seemingly mundane tasks that keep us going.

Your museum hosted 7,700 visitors last season. We told the marketing firm we are working with to promote our events that we want to get to 10,000 visitors in 2022. More visitors means more revenue and more funds for our preservation activities. But we can't do it alone. We need your help either as volunteers, donors, members; or a mix of all three. Together, we can accomplish anything.

As we move forward, what is most important to you? I would like to hear your reactions and what you think we should focus on. You can always contact me by phone at (585) 820-2341 or by email at ovondrak@yahoo.com. I look forward to hearing from you!

—Otto M. Vondrak, President

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UPCOMING MONTHLY PROGRAMS

As long as conditions allow, in-person meetings return to the 40&8 Club (located at 933 University Ave., Rochester, NY, across from Gleason Works). 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 **February 17**, Duncan Richards presents, "The Delaware & Hudson Greigsville Train," a look at how the D&H served the Retsof salt mine via trackage rights on former Erie and DL&W rails in the late 1970s and early 1980s. Watch for email announcement. On **March 17**, **Dan Armitage** will present "The Kid from Freeville: Growing up on the Railroad," featuring the history of Lehigh Valley operations around his home town in central New York.

Please meet your new Program Committee Chairman **David Drury**. "My interest in railroads began growing up a block away from the New York Central main line in Whitesboro, N.Y., later living in Syracuse and train-watching on Conrail's Montreal

Secondary. I've lived in Rochester since starting college here in 1980, and my particular interest in railroads now is focused on the history and development of railroads and the areas they serve from an economic perspective (particularly the Lehigh Valley)."

If you would like to present or suggest a railroad-related program for any of our upcoming in-person meetings, you'll find Dave's contact info in the box at left.

WINTER WEATHER: KEEP THE DOOR CLOSED, PLEASE

Please keep the bathroom door in the depot closed at all times. An electric heater maintains minimum temperature, and will run continuously if the door is left open. Your cooperation is appreciated.

LEHIGH VALLEY CABOOSE UPDATE

The fuel tank for the oil stove was painted and installed inside the caboose back in December, but was discovered to have a leak. A quote was secured to procure a new tank of similar dimensions, which will be delivered in February. Chuck Whalen has completed the interior painting, and has now turned his attention to reconditioning the oil stove. Rob Burz is running a new air line to control the conductor's brake valve inside the car. —*Sam Rosenberg, Mgr.*

PENN CENTRAL CABOOSE REPAIRS

The old rotten wall panels were removed from the inside of our Penn Central caboose, as well as several sections of damaged floorboards back in December. The bench in the southeast corner was also temporarily removed to allow access to the floorboards in that area as well. A portion of sub-floor was replaced in the northeast corner in January. Work will continue once the car can be moved inside the Restoration Shop. —*Charlie Marks, Mgr.*

ROCHESTER SUBWAY CAR 60

Apprentices from Sheet Metal Workers Union Local 46 came to the museum in December with a prototype mock-up of the round-end roof panels. After taking measurements and making adjustments, the sheet metal workers plan to return by the end of February to install the finished pieces. Once work is complete on the roof, attention will turn toward reconstructing the vestibules as well as working on window assemblies and other body work. Your museum is seeking donations in the amount of

\$5,000 to fund the next phase of body work for Car 60. Donations can be made online at www.rgvrrm.org/donate.

MARCH 26 ANNUAL RULES CLASS

Our 2021 Annual Rules Class will take place **Saturday, March 26, 2022**, at the 40&8 Club, 933 University Ave. 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 – 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 (car host, brakeman, conductor, or engineer).

PART THREE: AIR BRAKES – The third part of the class is devoted to air brakes and train handling. This part is required for anyone interested in volunteering as a conductor or engineer.

Have your Rulebook and Timetable so you can refer to it during class. If you don't have one, these books will be issued to you either as PDF files or hard copy upon request. You must RSVP to Frank Gough at fmgough34@gmail.com by March 15.

—*Frank Gough, Operations Supt.*

YOUR SUBSCRIPTION

Two issues of THE SEMAPHORE are printed and mailed to all members each year, including the November ballot issue and the January "Year in Review." All issues are distributed free in electronic format, available from our web site at rgvrrm.org. A print subscription can be added to your membership at any time for an additional \$13.00 (\$15.00 for non-members). Please contact our Membership Chairman **Sam Rosenberg** (contact info at top of this page) if you have questions. ☺

MUSEUM GROUP EMAIL LIST

To send a message to all members, send an email to members@lists.rgvrrm.org.

PHOTOS FROM 2021 ARE POSTED ON WWW.FLICKR.COM/RGVRRM

2021 In Review

JANUARY 2021: On January 2, several members cleaned up the area west of the fill behind the Restoration Shop, relocating a set of trucks from the mud to Track 9, as well as clearing brush and discarded ties. Charlie Marks installed a new five-panel door (purchased from ReHouse) for the bathroom in the north waiting room. New exterior doors built by Charlie Marks were hung on the ends of the Lehigh Valley caboose by Sam Rosenberg. Bill Marcotte installed shims to level the brake cylinder underneath the LV caboose. Switching activities took place on January 9. Dave Luca drilled out screws to remove the fold out steps that gave workers access to the roof of Rochester Subway Car 60. Tim Gifford and Scott Gleason made repairs to the mini-excavator and Army crane. On January 16, Adam Lloyd cleared an area west of the fill to stack our stockpile of rail. Bill Marcotte made repairs to the tool box hinges on TC-4 trailer. Adam Lloyd, Tim Gifford, and Jeremy Tuke made tuning adjustments to the Jackson Tamper. On January 23, Don Warwyzniak helped cut firewood for the depot stove. Scott Gleason and Tim Gifford made repairs to the center pivot for our Army crane. On January 30, David Kehrer helped perform winter maintenance on TC-4. Charlie Marks made repairs to the toilet tank in the south waiting room bathroom, adjusting the pull chain and flapper valve.

FEBRUARY 2021: Jeremy Tuke used the snowblower to clear snow from around the depot and walkways, and fired up the M250 snow plow for clearing driveways on February 3. On February 6, David Kehrer, Scott Gleason, Charlie Marks, Justin Carmona, Jeremy Tuke, and Otto Vondrak helped clean up and organize the north end of the Restoration Shop to prepare for concrete. Tim Gifford made repairs to the Ford forklift. On February 9, Scott Gleason used the mini-excavator to dig a trench for an electrical conduit under Track 7 for the west side of the shop. More trenching work continued on February 11. On February 13, we hosted a pop-up beer sale for West Shore Brewing as they debuted their Hammerhead IPA brewed in honor of Le-



ABOVE: David Gwilt and Dave Kehrer guide one of the first train moves of 2021 down the Hill Block on January 9 as the shop tracks and Upper Yard were rearranged.

RIGHT: West Shore Brewing debuted their new "Hammerhead" IPA at a special pop-up beer sale at the museum on February 13.



BELOW RIGHT: On February 26, Charlie Marks installed wainscot panels on the wall separating the gift shop from the crew lounge in the North Waiting Room.



high Valley 211. Charlie Marks and Scott Gleason continued work on the electrical conduit project, and Dave Kehrer spiked in a replacement tie on Track 7 where the trench was dug. Scott Gleason continued work on the conduit on February 15. On February 16 Jeremy Tuke used the M250 plow to clear our driveways. On February 20, Rand Warner took measurements for the next phase of roof restoration for Rochester Subway Car 60. Tim Gifford made repairs to the Ford forklift. On February 23, the Erie caboose was temporarily moved out of the shop so the dirt floor could be leveled on the west side by Scott Gleason to get ready for concrete. On February 26, Charlie Marks brought by two new outdoor benches he constructed in his home workshop to replace two older ones that had finally fallen apart to be used around the depot. Charlie also installed wainscot panels on the wall between the gift shop and the crew lounge in the north waiting room. On February 27, Scott Gleason and Jeremy Tuke helped Tim Gifford make repairs to the center pivot of the Army crane.

MARCH 2021: On March 6, several

volunteers participated in switching moves in the Upper Yard. Tim Gifford and Scott Gleason made repairs to the Fork forklift's steering system. Charlie Marks prepared the west side of the shop for concrete. On March 9, Spallina Materials delivered crushed stone for the base of the concrete pour. Peter Gores, Scott Gleason, and Charlie Marks built forms for the concrete pour between the rails on Track 9 in the Restoration Shop. On March 12, Millet Masonry & Construction arrived to build the forms for the concrete pour on the west side of Track 7. Concrete was poured for the first section of the floor and between the rails of Track 9 on March 16. Contractor Rich Bailey installed the new tile floor in the north waiting room bathroom. On March 19 Adam Lloyd, Jeremy Tuke, and



TOP LEFT: The first section of concrete floor on the west side of the Restoration Shop was poured by Millet Masonry on March 16. After the concrete cured, new pallet racking was installed and the wood shop tools were moved into their permanent locations.



LEFT: Our first public event for 2021 was our popular Easter Bunny Train Rides held on April 3. Trains were limited to 50% capacity due to local pandemic restrictions, but completely sold out for the day.

BELOW: Hands-on Training Day was hosted for train crew volunteers on March 20. This allows new trainees to work with more experienced volunteers to apply the safety and operational rules learned in the classroom environment.



Otto Vondrak spiked ties on the Track 9 south extension to get it ready for ballast. Hands-on training was held on March 20, attended by more than a dozen volunteers helping move trains and get the museum ready for the season. Additional switching moves took place on March 27. Jon Saulsgiver and Tony Mittiga cleaned windows of Industry Depot. Volunteers from the RIT Model Railroad Club helped clean display cases and exhibits inside the Lackawanna baggage car. Dave Peet and Otto Vondrak applied a coat of green paint to the new entrance to the Lackawanna baggage car exhibit. Rob Burz continued his work to install a new hand brake on RG&E 8.

APRIL 2021: The museum hosted Easter Bunny Train Rides on April 3, with help from volunteers Jeff Davenport, Mike By-

rne, Dave Avery, Greg Lund, Jeremy Tuke, David Kehrer, Frank Gough, Joe Steimer, Chris Playford, Dave Peet, and Otto Vondrak. On April 10, Rob Burz continued work on the new hand brake for RG&E 8. Charlie Marks installed the new toilet, sink, and hand dryer for the north waiting room bathroom. On April 17, contractors from Symans Enterprises arrived to help install 81 ties in the main line between Switch 6 and Midway. Rick Auburn and Dave Peet removed the depot entrance thresholds on the southeast side so the rotted wood underneath could be replaced. On April 17, additional work was performed to remove the kink from the main line in the Hill Block. Justin Carmona, Charles Rothbart, and Jackson Glozer masked off the Erie caboose to prepare the roof for

sandblasting. On April 24, Scott Gleason, Dave Peet, Charlie Marks, Jeremy Tuke, and Rick Auburn installed pallet racking on the northwest side of the Restoration Shop. Rick Auburn made a repair to our table saw. Justin Carmona removed damaged floor boards from the south end of the Erie caboose. Bill Marcotte installed the four newly fabricated steps (thanks to a generous donation by the Steimer Family) on the Lehigh Valley caboose, while Charles Bell and Chuck Whalen worked on exterior body prep. Otto Vondrak cleaned and painted four wheel skates. On April 26, contractors from Blastec arrived to sandblast and prime the roof of the Erie caboose. On April 27, Chuck Whalen installed window moldings on the end doors of the Lehigh Valley caboose. Charlie Marks performed maintenance on our radial arm saw. Contractors from Blastec applied a coat of black urethane paint to the roof of Erie caboose C254. The Tuesday Night Track Gang spiked ties on Track 6 near Switch 6, with the help of Rand Warner, John Redden, Dave Chapus. Jim Johnson installed a new conduit along Track 6 to route power for displays and exhibits.

MAY 2021: On May 1, Scott Gleason used our Case backhoe to remove damaged concrete sections from the station platform. Tim Gifford used our Bobcat to haul away the debris. Charlie Marks built a new permanent staircase for the entrance to the Lackawanna baggage car exhibit. He also applied stain to the wainscot panels and trim installed in the gift shop area. Justin Carmona and David Kehrer manually tamped ballast around new ties installed around Switch 6. With help from Otto Vondrak, Justin and David collected old ties discarded from our replacement blitz that can be reused as dunnage. Scott Gleason and Tim Gifford used our Case backhoe to remove a stubborn tree stump in the way of expanding our Railfan Overlook area. Tim used our Bobcat to backfill the area where the stump was removed. Charles Bell continued body prep work on the LV caboose. Bill Marcotte fabricated four brackets to support the steps on the LV caboose. On May 3, Charlie Marks finished building the stairs to the Lackawanna baggage car exhibit. On May 4, the repaired safety cage was placed back on top of the Kodak tank car by John Redden, Charlie Marks, and Rand Warner. Otto Vondrak and Charles Rothbart removed the lumber stored under Car 60 on May 8. Bill Marcotte made a re-

pair to a wheel chock. Charlie Marks repaired one of our picnic tables. Joe Steimer and Charles Bell worked on body prep for the LV caboose. David Gwilt and Otto Vondrak cut brush along the west side of Track 6. Rand Warner used a wire wheel to remove rust from the coupler support for Car 60. Crushed stone was leveled and tamped to prepare for pouring a replacement concrete panel on the station platform. Justin Carmona and Charlie Marks painted repaired window frames for the Erie Caboose. Jim Johnson installed a new electric circuit for Track 6 displays. On May 11 John Redden, Greg Lund, Duncan Richards, Rand Warner, and David Kehrer were replacing ties north of Milepost 0.3. Charlie Marks, Scott Gleason, and Rick Auburn installed a new wooden rail fence along the expanded Railfan Overlook. Jeremy Tuke and Otto Vondrak used the Bobcat to place the platform entrance for the MDT refrigerator car exhibit in the Railfan Overlook (relocated from Industry Yard). Edging ties were placed for the extension of the depot lawn. Justin Carmona installed tarpaper over the new sub-floor inside the Erie caboose. Dave Peet helped bring items into the Lehigh Valley boxcar for storage on May 15. Rick Auburn and Charlie Marks installed a cap on the new Railfan Overlook fence. Lynn Heintz brought down reference books to help research the correct lettering for our Pennsylvania Railroad hopper car. Joe Nugent inspected a brake pipe that had rusted through on Lehigh Valley 211. Charlie Marks replaced rotten wood in a picnic table. Bill Marcotte installed replacement ladder rungs on Erie C254, while Justin Carmona installed new floorboards. Joel Shaw continued replacing wood inside the cab of Brooklyn Navy Yard 0-4-0 12. On May 16, Beth Smith and daughter Jordan planted new flowers around our sign facing Route 251. On May 18, Greg Lund, Rand Warner, Duncan Richards, and John Redden tamped ballast to correct elevation in the Hill Block. John Redden and Justin Carmona applied a fresh coat of white paint to various wayside signs. Rick Auburn, Charlie Marks, Jeremy Tuke, Scott Gleason, and Chuck Whalen spread fresh wood chips throughout the expanded Railfan Overlook area. On May 22 and 23 your museum hosted Sippin' & Swichin' Train Rides, which included a pop-up beer sale by several local craft breweries (including the debut of "Photo Finish" Raspberry Dry Hopped Cream Ale from West Shore Brew-

ing made in honor of our Kodak Alco RS-1 no. 9). On May 25, floor repairs and rough sanding were completed by our contractor to the floors in the south waiting room and agent's office. Justin Carmona and Kiara Harris installed new plywood wall panels inside the Erie caboose. The first coat of depot floor stain was applied on May 29. Bill Marcotte cut out rusty and damaged steel from the body of RG&E 8.

JUNE 2021: Polyurethane finish applied to the floors in the south waiting room and the agent's office on June 1. On June 3, Scott Gleason used our Case backhoe to continue electrical conduit trenching work outside the Restoration Shop. Justin Carmona and Otto Vondrak applied primer to the interior of the Erie caboose. On June 5, Jeremy Tuke cut the grass and trimmed weeds around Midway Station to get ready for an event. Several qualifying runs operated with the diesel train to get RGV crews qualified on the physical characteristics of the track north of Midway operated by NYMT; crew included Justin Carmona, Jackson Glozer, David Gwilt, Joe Steimer,

Will Strasser, Jerry Tusch, Dave Avery, and Otto Vondrak. In cooperation with New York Museum of Transportation, your museum hosted Trains & Trolleys at Twilight on June 12. Rob Burz assembled the frame for the new man door entrance into the LV boxcar, Joel Shaw installed new window frames in the cab of BNY 12, and Charlie Marks performed maintenance to our table saw. For our June 17 meeting, we ran a diesel train all the way up to NYMT to give our members a "rare mileage" trip north of Midway. On June 19 and 20, your museum hosted Princess & Superhero Train Rides. Justin Carmona painted the floor of the Erie caboose on June 25. On June 26 Justin Carmona and Charlie Marks reinstalled window frames with new glass into the Erie caboose; while Bernie Beikirch, Lisa Talty,



TOP RIGHT: Employees of Symans Enterprises worked with museum volunteers to install 81 ties on the main line north of Switch 6 on April 17.



RIGHT: Rick Auburn, Scott Gleason, and Charlie Marks installed a new fence along the extended Railfan Overlook area on May 11.

BELOW: Since we couldn't host our normal "Rails & Ales" event, we put on a scaled-down event called "Sippin' & Switching" which featured pop-up beer sales from local craft brewers on May 22 and 23.





LEFT: At the request of NYMT, several RGV crew members qualified on the territory north of Midway on June 5. The diesel train ran right up to the Public Crossing at NYMT.

BELOW LEFT: On May 25, our contractor repaired and sanded the floors in the south waiting room and agent's office to prepare for a new finish. This work was funded in part by a generous donation from David Monte Verde.

BOTTOM LEFT: Trains & Trolleys at Twilight was operated in cooperation with NYMT on June 12. All trains were sold out.

BELLOW: On June 19 and 20, your museum hosted Princess & Superhero Train Rides, in cooperation with Enchanted Princess Parties of Rochester. All trains were sold out!



John Talty, Chuck Whalen, Mark Charles, and Charles Bell worked on exterior body prep on the LV caboose. Jeremy Tuke, Joel Shaw, Joe Nugent, and Peter Gores sorted steam engine parts inside the MDT reefer.

JULY 2021: On July 3, Justin Carmona and Dave Chapus worked on sealing cupola windows in the Erie caboose, while Charles Rothbart primed a new plywood wall panel for installation. Joe Nugent sorted parts for BNY 12. Charles Bell applied body filler to the LV caboose. On July 10, Charlie Marks and Justin Carmona cleaned out the Erie caboose, removing tools and debris from repair work. Rick Auburn cleaned up the deck of our baggage cart. Charles Bell applied a fresh coat of primer to the LV caboose with help from Chuck Whalen. On the evening of July 10, your

museum hosted the second installment of Trains & Trolleys at Twilight in cooperation with NYMT. On July 13, Charles Bell applied the first coat of yellow paint for the stripe on the LV caboose, with help from Chuck Whalen. On July 15, Charles Bell applied the first coat of red paint to the LV caboose., while Sam Rosenberg performed preventative maintenance to RGV 54. On the evening of July 15, LA&L 20 was used to power a train ride for our members on our museum railroad. On July 17 and 18, your museum hosted Black Diamond Train Rides with live bands ("Split Decision" on Saturday and "Adrianna Noone" on Sunday). On July 20, Charlie Marks and Rick Auburn installed new vinyl flooring in the north waiting room Gift Shop area. Bill Marcotte cut and welded steel to fabricate

a new set of "bug eye" number boards for LV 211. The first coat of Cornell Red for the LV caboose was completed by Charles Bell on July 23. On July 24, Rick Auburn and Charlie Marks finished installation of the new vinyl floor in the north waiting room gift shop area. Chuck Whalen and Perry Bertsch installed closet doors inside the LV caboose. Bill Marcotte fabricated the front of the number board holders for LV 211. Jon Saulsgiver cleaned, primed, and painted several milk cans at the depot. Jon Saulsgiver, Jackson Glozer, Justin Carmona, Otto Vondrak trimmed tree branches along the right of way that were hitting the train. Later, the same crew switched out the Pennsylvania Railroad hopper car and placed it inside the Restoration Shop on Track 9 for lettering and repairs. Members

of the Track Gang including John Redden, Rick Israelson, Dave Chapus, Rand Warner, Duncan Richards, and Dave Kehrer helped build an 80' display track for the Bolivar Oil Museum in Bolivar, N.Y. On July 27 our masonry contractor installed forms and placed rebar for the section of station platform to get new concrete. Bill Marcotte test fit the newly fabricated number boards on the north end of LV 211. Millet Masonry & Construction returned on July 30 to pour concrete to replace the damaged section of station platform. Bill Marcotte cut out the second notch in the high hood of LV 211 to place the other number board assembly. Charlie Marks applied deck sealer to the cleaned up surface of the baggage cart. The second coat of Cornell Red was applied to the LV caboose by Charles Bell, with help from Perry Bertsch. On July 31 Joe Nugent and Justin Carmona performed periodic maintenance on RG&E 1941. Chuck Whalen removed masking from the windows of the LV caboose. Charles Rothbart and Jackson Glozer removed the last of the damaged ceiling panels from the Erie Stillwell coach. Charlie Marks and Dave Peet pulled weeds from our flower bed around our sign on Route 251. Jeremy Tuke collected bins of scrap metal to be sent out for recycling.

AUGUST 2021: On August 4, John Redden replaced a union coupling on the air line and successfully tested the air brakes on the PRR hopper car. Otto Vondrak test fit full size print outs of the new lettering to be applied to the LV caboose. Charlie Marks stripped the wood deck from one of the utility carts at the depot, painted the frame, and installed new wood decking. On August 5, Fast Signs of Henrietta installed lettering on the PRR hopper. On August 7, Bill Marcotte continued fabrication work on the new number boards for the north end of LV 211. Chuck Whalen and Sam Rosenberg painted handrails on the LV caboose safety orange. Joe Werner and Otto Vondrak constructed an extension for the entrance to the MDT exhibit in the Railfan Overlook. Jackson Glozer applied a fresh coat of black paint to the ends of the PRR hopper. Peter Gores, David Kehrer, Rand Warner, and Dave Chapus corrected elevation and made repairs to Switch 6. Justin Carmona, Sam Rosenberg, and Joe Nugent performed switching moves with RG&E 1941. On August 8, Joe Nugent painted the interior of the RG&E 8 cab. Adam and Lexi Lloyd cleaned and applied a coat of prim-



ABOVE: During some of the hottest days of July, Charles Bell applied the final coats of primer and paint to Lehigh Valley caboose 95100.

RIGHT: We didn't let a little rain dampen our spirits during our Black Diamond Live Music and Train Rides event on July 17 and 18.

BELOW RIGHT: Bill Marcotte fabricated a set of "bug eye" number boards for the north end of Lehigh Valley RS-3 211 at the end of July.



er to the signal bungalow and relay case at Switch 6. Otto Vondrak painted the inside of the LV 211 number boards white, and the outside with oxide primer. On August 9, Adam and Lexi Lloyd applied a fresh coat of silver paint to the signal bungalow and relay case at Switch 6. On August 10, John Redden applied a fresh coat of silver paint to the Kodak tank car, while Jackson Glozer painted the frame and fittings black. Otto Vondrak used plexiglass and paint to create new "211" number boards for the north end of LV 211, fit into the housings fabricated by Bill Marcotte. Adam Lloyd applied a fresh coat of silver paint to the dwarf signal at Switch 6, while Otto Vondrak painted the shades black. Joe Nugent made repairs to the LV 211 brake pipe on August 13. Joel Shaw worked on the window frames in the cab of BNY 12 on August 14. Rand Warner applied a fresh coat of paint to the coupler support of Car 60, preparing it for re-installation. On the evening of August 14, your museum hosted the third and final installment of Trains & Trolleys at Twilight with NYMT. On August 17, Fast Signs returned to apply vinyl lettering to the LV caboose, and complete

the lettering on the PRR hopper. Jim Johnson inspected and repaired motor brushes for RGV 54. Adam and Lexi Lloyd applied a fresh coat of silver paint to the signal bungalow and relay case at Switch 6. On August 19, Otto Vondrak painted the Lehigh Valley logo on both sides of the LV caboose, while Bill Marcotte installed new lock hardware to secure the end doors. John Redden prepared the east side of the Kodak tank car for fresh silver paint. Charlie Marks applied fresh paint to the shanty at Switch 6. On the evening of August 19, LA&L 20 and LV 211 (dead in tow) powered our normal excursion train for our museum member meeting, with the added surprise of LV 95100 tacked on to the end, the first time out of the shop in fresh paint and lettering. The train was operated as far

as Milepost .8 to give our members some “rare mileage” north of Midway. On August 20, RGV 54 and RG&E 1941 were used to pull equipment off Track 5 and assemble the Lehigh Valley freight train for our night photography special. On August 21 and 22, your museum hosted Classic Cars & Train Rides featuring exhibits from local classic car owners. On the night of August 22, a special night photo session was hosted featuring a Lehigh Valley freight train and RG&E 1941 with the restored PRR hopper. The trains were posed at several locations around the museum, with lighting coordinated by Railfan & Railroad editor Steve Barry. On August 27, the fuel tank for the stove was cleaned and placed inside the LV caboose. Charlie Marks replaced the trim around the entrance to the Agent’s Office

in the depot. On August 28, Charlie Marks stained the trim to match the dark brown color of the surrounding woodwork. John Redden applied stenciling to the Kodak tank car. A switch crew using RG&E 1941 and RGV 54 brought our Burro Crane down to Industry Yard. Rand Warner and Bill Marcotte made repairs to grab irons on the PRR hopper car. Rob Burz cut a piece of web from the ends of the rails on Track 4 at Industry so the head of the rail could be bent downwards to prevent damage to vehicle tires entering the yard area. On August 31, the fuel tank and conductor’s desk were installed in their proper places inside the LV caboose by Chuck Whalen. The Track Gang consisting of Rand Warner, Dave Chapus, and John Redden, dug out the rails from Track 5 at Industry so the siding can be rebuilt.

SEPTEMBER 2021: Symans Enterprises arrived on September 3 to pick up the Burro Crane to deliver to the Salamanca Rail Museum. On September 4, Chuck Whalen installed the sink inside the LV caboose and cleaned out the area where a bunk will be fabricated to replace the one



TOP LEFT: PRR 747803 was repainted and relettered in August. The air brakes were also repaired by John Redden, making this car fully functional once again.



LEFT: With some restrictions lifted, we were able to host our popular RAILS & ALES craft beer tasting event on September 25.

BELOW: Record attendance and sold-out trains were the rule for our three weekends of Pumpkin Patch Train Rides in October.

removed by Conrail, while Sam Rosenberg performed an underbody inspection. Otto Vondrak cleaned and painted wheel chocks and skates safety yellow. On September 7, Chuck Whalen fabricated the frame for the replacement bunk inside the LV caboose. Otto Vondrak painted the entrance leading to the MDT exhibit car green. On September 11, Charlie Marks, Rick Auburn, and Bill Marcotte inspected the Penn Central caboose roof for leaks, and also made a cursory inspection of the interior to check for water infiltration damage. Chuck Whalen installed trim around the ice box inside the LV caboose. Rick Auburn and Charlie Marks installed a new side rail for the stairs leading to the MDT reefer exhibit in the Upper Yard. On September 13, our friends from J Crew Landscaping helped place ties and spread dirt to expand our depot lawn at the north end. Chuck Whalen applied paneling to the replacement bench inside the LV caboose. On September 15-16, Otto Vondrak, Joe Nugent, and David Scheiderich attended the annual NYSDOT Rail Safety Symposium in Utica, N.Y. At our monthly meeting on September 16, Devan Lawton and Peter Gores presented their fascinating slide show documenting their trip working with the crew that steamed the *Flying Scotsman* locomotive from Buffalo to California fifty years ago in September 1971. On September 17, two switch crews rearranged exhibit cars in the Upper Yard. On September 18 and 19, your museum hosted Salute to Veterans Train Rides, in cooperation with Black Lions 2-28 Vietnam Living History Group that set up encampments at Industry and the Upper Yard. On September 18, Chuck Whalen completed the seat for the replacement bench inside the LV caboose. On September 19, Joe Nugent removed brake valves from LV 211 to have them sent out for rebuilding. On September 24, Bill Marcotte made a repair to the south end of the NYC caboose to shim the coupler up to proper height. Scott Gleason used his trailer to transport our restored Erie Railroad waiting room bench from John H. Bailey Custom Furniture in Lima back to Industry. On September 25, your museum hosted Oktoberfest RAILS & ALES, with the cooperation of more than a dozen local craft breweries. Our friends at Heroes Brewing launched their new “Rail Yards” New England IPA brewed in honor of our museum volunteers. On September 25, switch crews used USA 1843 and RG&E 1941 to rearrange the Upper Yard.



How Did We Do?

Your museum was able to recover significant attendance and income this past year, despite pandemic restrictions enforced during the first half of the season. Income from museum admissions was \$139,998, up 100% from 2020's total of \$35,873, and up 32% from 2019's total of \$100,970.

We sold no Cab Passes this year in the interest of volunteer and visitor safety.

Donations were down this year, totaling \$34,023. Grant awards remained the same for 2021, totaling \$10,000.

Your museum hosted public operations on 25 days spread out over 15 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$5,599.92, a 41% increase over 2020's daily average of \$3,664.30 (spread out over a truncated 10-day scheduled), and a 28% difference over

2020 GROSS ADMISSIONS

Museum Admission.	\$35,873.00
Cab Pass	0.00
Private Charters	770.00
Group Tours.	0.00
TOTAL	\$36,643.00

2020 DONATIONS

Donations	\$61,896.00
Grants.	10,000.00
TOTAL	\$71,896.00

2020 ATTENDANCE (PAID ADMISSION)

10-DAY TOTAL	2,707
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2019's daily average of \$4,207.08.

Average daily attendance for 2021 was 311, compared to 271 for 2020 and 300 for 2019. It is encouraging to see our daily numbers return to pre-pandemic levels as well as showing positive signs of growth.

We hosted no Railfan Trips this year, but we look forward to possibly reviving this revenue stream in 2022.

2021 GROSS ADMISSIONS

Museum Admission.	\$139,988.00
Cab Pass	0.00
Private Charters	0.00
Group Tours.	0.00
TOTAL	\$139,998.00

2021 DONATIONS

Donations	34,023.00
Grants.	10,000.00
TOTAL	43,023.00

2021 ATTENDANCE (PAID ADMISSION)

25-DAY TOTAL	7,771
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Our museum was in recovery mode in 2021, operating with reduced capacity for much of the season and dealing with cost increases across the board. As a result of our hard work and shared commitment, we not only increased revenue but also attendance as well, in measurable amounts compared to 2019 (the last "normal" year). I look forward to continued growth in 2022. Thanks to Dave Peet for the data. 5

On September 28, the Track Gang made some emergency repairs to Track 6 in the Upper Yard, with Rand Warner, John Redden, Dave Kehrer, Jim Hayes, and Dave Chapus helping change out ties and spread and tamp ballast.

OCTOBER 2021: On October 1, Adam and Lexi Lloyd performed site prep for the extension of Track 9 South behind the Restoration Shop, including staging rail, grading and rolling the sub roadbed. Dave Peet applied fresh paint to the southeast door of Industry Depot. Chuck Whalen scraped the floors of the LV caboose to get them ready for paint. On October 5, the Track Gang consisting of Justin Carmona, John Redden, Dave Kehrer, Dave Chapus removed spikes from the rails on Track 5 at Industry, so Adam Lloyd and Scott Gleason could use our machines to remove the rails and store them temporarily across the street. On October 9, Dave Kehrer used a weed trimmer to clear around the track in the Hill Block. Bill Marcotte made repairs to stirrup steps on the FGEX refrigerator car. Rand Warner cleaned and swept out the New York Central caboose, while Rick Auburn cleaned and swept out the BR&P

caboose to get them ready for fall service. Joe Nugent and Sam Rosenberg discussed next steps toward reassembly of RG&E 8. On October 12, Adam Lloyd, Scott Gleason, and Jeremy Tuke spread ballast base to prepare for the extension of Track 9 South. On October 13, Otto Vondrak primed and painted the steel panels (fabricated by Bill Marcotte) to become the new station signs for Industry Depot. On October 14, Otto Vondrak completed the signs with vinyl lettering drawn by artist Mitch Markovitz to replicate the signs that were on the depot when it was built in 1909. On October 15, your museum hosted a special re-dedication of the depot, celebrating the 50th anniversary of its purchase from Erie Lackawanna, and the founding of our museum. The ceremony was attended by representatives of New York Museum of Transportation, Amtrak, NYSDOT, the Avon Historical Society, Western New York Railway Historical Society, and the Berkshire Scenic Railway Museum. The evening celebration included a catered barbecue dinner hosted in the Restoration Shop, attended by many members, their family and friends. You museum hosted three successful weekends of

Pumpkin Patch Train Rides on October 16, 17, 23, 24, 30, and 31. Spirit Wind Farms brought out their popular petting zoo, while Flower City Tinplate Trackers exhibited a Lionel layout in the Restoration Shop. On October 30, Chuck Whalen painted the interior of the LV caboose.

NOVEMBER 2021: David Kehrer and Dale Hartnett performed a survey of the Track 5 area to check for level and grade, assisted by Justin Carmona and Scott Gleason. Adam Lloyd used the road roller to compact the ballast spread on the Track 5 roadbed. On November 3, Jeremy Tuke, Scott Gleason, and Adam Lloyd dropped ties on the Track 9 South extension, and then later placed sections of rail for installation. On November 7, the local Livonia, Avon & Lakeville crew moved *Empire State Express* Coach 3 from the West Siding to Industry so it could be used for Santa Trains in December. Asbestos remediation work on the Erie Stillwell coach was completed by hired contractors on November 8. On November 9, ties were placed for the replacement of Track 5 at Industry. Tim Gifford used our Army Dump Truck for haul away brush and debris cleared away from

TRACK DOKNEY 2022 ROUND-UP



The Tuesday Night Track Gang (affectionately known as the "Track Dokneys") was busy throughout the 2021 season. We actually started in December 2020 with installing insulated throw rods at Switch 6, as part of the ongoing work to make the signal system more reliable. Fast forwarding to March, Dale Hartnett cleaned-out the gauge along the main from all

the leaves and limbs deposited over the previous fall and winter. In April, we hired Scott Symans and his backhoe, tie inserter, and two operators to augment our crew as part of a "blitz" where 81 ties were replaced on the Main Line north of Switch 6. Also, the infamous "kink" on the Hill Block was removed during that same weekend. With that activity, and the subsequent gauging, ballasting, and spiking, the Main Line was in the best shape for Opening Weekend it's been in for quite a while! In July, we did an "outreach" project, laying a display track for the Bolivar (N.Y.) Oil Museum. For the rest of the year, we did the usual spot tie replacement and re-gauging when conditions permitted. Of particular note was temporarily fixing a gauge issue on Track 5, before ripping the whole track out of the mud to prepare for rebuilding in October. We also fixed a significant elevation problem on the south end of Track 6 (with thanks to Adam Lloyd for straightening a kink). We also welcomed a new regular-attending Dokney to the crew, Jim Hayes of Akron, N.Y. Obviously being on the Track Gang is worth the drive (we also have crew members from Clarence and Franklinville)! Won't you join us in 2022? —David Kehrer, Track Dept. Supt.

the rail storage area behind the Restoration Shop by Adam Lloyd, Scott Gleason, and Rick Auburn. Jim Johnson cleaned and inspected motor brush assemblies from RGV 54. On November 13, Bill Marcotte made a temporary repair to a milk can that had its base rusted through, while Adam Lloyd and his father Charles spiked down rail on the Track 9 South extension. Tim Gifford made repairs to our mini-excavator. Justin Carmona took his engineer certification runs with Peter Gores and Otto Vondrak, passing with flying colors. Chuck Whalen painted trim inside the LV caboose. Storer Excavating & Trucking took away tons of discarded railroad ties for proper disposal on November 16. Rick Auburn, Charlie Ricker, and Charlie Marks disassembled a portion of the interior of the Penn Central caboose to inspect for water damage and prepare for repairs. Chuck Whalen continued to paint the interior of the LV caboose.

DECEMBER 2021: A few test runs were performed on December 4 with the RGV 54 coupled to the New York Central coach to be used for Santa Trains. Rick Auburn and David Gwilt helped Charlie Marks hang Christmas lights on the outside of the depot, with help from Bill Marcotte and Dave Peet. Adam Lloyd and his dad Charles in-

stalled and connected the bumper on the end of the Track 9 South extension. Tim Gifford and Scott Gleason made repairs to the mini-excavator. Rob Burz plumbed a new air line under the LV caboose to connect to the conductor's brake valve inside. Chuck Whalen continued painting the LV caboose interior. David Gwilt and Dave Kehrer helped Otto Vondrak place Christmas decorations inside the depot waiting room. On December 7, Charlie Marks and Charlie Ricker removed damaged wall panels and sections of floor inside the Penn Central caboose. Your museum operated four days of sold-out Santa Train Rides to the North Pole on December 10, 11, 17, and 18. Sam Rosenberg replaced the glad hand brake valve on the south end of the LV caboose on December 11, while Scott Gleason and Tim Gifford made repairs to the Army Dump Truck. Adam Lloyd spread ballast on the Track 9 South extension on December 18. Rand Warner cleaned parts for Rochester Subway Car 60. Jim Johnson installed new LED lighting along the woodshop area on the west side of the Restoration Shop.

EDITOR'S NOTE: Of course it is difficult to document and credit every single task and



TOP: We celebrated the 50th anniversary of the purchase of Industry Depot on October 15, which launched the development of the organization as a non-profit educational institution.

MIDDLE: Scott Gleason and Adam Lloyd dropped sections of rail for the Track 9 South extension on November 3. This extension adds another 150' of storage space in the Upper Yard.

ABOVE: Our sold out Santa Trains once again used one of our New York Central "Empire State Express" cars, much to the delight of visitors and volunteers alike. The ESE cars celebrated their 80th anniversary in 2021.

volunteer who contributed throughout the year. If I missed you, it's because I didn't know about your work. Don't be shy and please let me know what you're working on in 2022 (better yet, provide photos). I apologize to anyone I may have overlooked during this very busy season. Thank you all for your contributions.—O.M.V. 5

COVER PHOTO: The conductor gives a stop signal to the head end from the rear of Lehigh Valley 95100. The freshly painted and lettered caboose was the star of a special night photo session held on August 21, 2021. MARK KLINGEL PHOTO, LIGHTING BY STEVE BARRY



THE SEMAPHORE

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM
P.O. BOX 23326
ROCHESTER, NY 14692-3326

NEXT MEETING:

Jan. 20, 2022

933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:

Feb. 17, 2022

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm

2022 R&GV MUSEUM SCHEDULE

Please note dates and activities are subject to change.

Please visit our web sites at www.rgvrrm.org and www.RochesterTrainRides.com for details.

March 26 - Annual Rules Class

April 16 - Easter Bunny Train Rides

May 21 - Rails & Ales

May 22 - Wine & Cider Tasting

June 11 - Trains & Trolleys at Twilight 1

June 18-19 - Father's Day BBQ and Live Music

July 9 - Trains & Trolleys at Twilight 2

July 16-17 - Princess & Superhero Train Rides

August 13 - Trains & Trolleys at Twilight 3

August 20-21 - Real Steam Train Rides

August 27-28 - Real Steam Train Rides

September 17-18 - Classic Cars & Train Rides

September 24 - Rails & Ales

September 25 - Wine & Cider Tasting

October 15-16 - Pumpkin Patch Train Rides

October 22-23 - Pumpkin Patch Train Rides

October 29-30 - Pumpkin Patch Train Rides

December 9-10 - Santa Trains

December 16-17 - Santa Trains

RochesterTrainRides.com