

# THE SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 65 NO. 2-3  
FEB.-MARCH 2022

**NEXT MEETING:**  
**March 17**  
Dan Armitage presents  
"The Kid from Freeville:  
Growing Up on the Railroad"



A late-season snow shower added a three-inch coating to the museum grounds over the weekend of March 12. Just another reminder of our sometimes unusual Rochester weather! Don't worry, spring is right around the corner... right? Hard to believe we will be hosting our first Easter Bunny train rides on April 16 in just a few short weeks. We are looking forward to an exciting 2022 operating season, and we hope you can join us! OTTO M. VONDRAK PHOTO

# Hurry Up, Spring!

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Last year, we were cautiously optimistic about the season ahead. As vaccine doses became widely available, we looked forward to restrictions on large gatherings being gradually reduced as we headed into the summer months. By October we were back to full capacity, just in time to host our popular Pumpkin Patch Train Rides and our Santa Trains in December. Even with reduced capacity, we saw attendance approach pre-pandemic levels.

We approach the 2022 season with a bit more optimism as local restrictions have been lifted, and everyone is anxious to get back out to enjoy their favorite attractions once more. We have a full schedule of events planned, including the return of Viscose 6 steam locomotive in August! It's going to be an exciting year for the museum as we move forward.

Museum volunteers have been working behind the scenes on many projects to advance our museum's mission, from infrastructure to restoration to development. We are exploring grant opportunities for our museum's future growth, we are completing long-term equipment projects, and we are improving our museum grounds and facilities.

Would you like to get involved? I feel like in every issue I ask (nearly beg) for help and involvement, but in this year it's more crucial than ever. Please consider contributing a few hours. It sounds trite, but every volunteer matters.

Your ideas for our museum's future are always 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)

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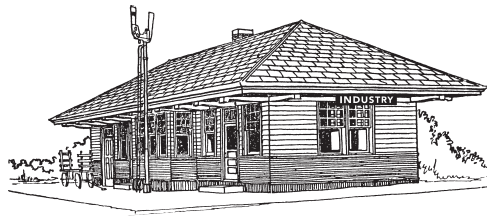
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Dave Peet

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# 50 YEARS AT INDUSTRY 1971-2021

BY OTTO M. VONDRACK

*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 3: SEARCHING FOR INDUSTRY

The Rochester Chapter of the National Railway Historical Society was established in 1937, the third oldest in the organization. For many years the Rochester Chapter met in a rented room in the old New York Central station on Central Avenue. The station was later sold to private owners, and the rental agreement was terminated effective September 15, 1959. Without knowing it, this would be the start of the search for a permanent home of our own.

Rumblings of establishing a permanent home were first mentioned in the January 1960 edition of *THE SEMAPHORE*, the Chapter's monthly newsletter. Member (and past president) Ward Shafer suggested occupying a portion of the Lehigh Valley Railroad freight house on Mt. Hope Avenue. Pete Loveless raised the possibility of building small quarters on the Pennsylvania Railroad property in Scottsville, and sharing it with the Kodak City Model Railroad Club. Neither suggestion gained much traction, and the idea was seemingly forgotten.

By 1970, monthly meetings had moved to 49 South Avenue, a space that was occupied by the Kodak City Model Railroad Club. It was reported in the February 1970 meeting minutes that a committee comprised of Gerry Hott (President), Peter Gores (Vice President), and members Cal Bulman, Hank Pape, and Rand Warner begin the search for a railroad station the Chapter could purchase for the display of their growing collection of historic railroad artifacts.

Despite the concentration of railroads downtown, the committee instead looked to the immediate surrounding suburbs for potential locations. Many stations and towers located close to downtown had either been demolished, or were still in use. Several candidates were considered, including the former Buffalo, Rochester & Pittsburgh stations in Scottsville and Caledonia-Mumford. Baltimore & Ohio was

willing to donate the stately brick station at Caledonia-Mumford, with the stipulation it be moved off railroad property. The Lehigh Valley station in Honeoye Falls was also considered, but the princely price tag of \$4,000 (equal to \$29,000 in 2022) was too much for the organization to bear. Almost as an afterthought, two additional locations were mentioned for consideration: the former New York Central station in Webster, and the Erie station at Industry. It was decided early on a suburban location would be most favorable, to avoid interference from downtown urban renewal, vandalism, or highway construction.

The following month, Henry Pape reported that B&O had either rented or sold the Scottsville and Caledonia-Mumford stations, so those options were off the table. "Industry station is not good," reported Pape, "but also not bad, and appears to be the best and latest prospect for our consideration." At the June meeting, Pape reported he would reach out to Erie Lackawanna officials regarding use of Industry depot. Pape was on the board of the Rochester & Genesee Valley Railroad, the company founded in 1851 to build tracks south from Rochester to Avon, and leased by the Erie Railroad since 1858.

—To be continued...



**ALMOST HOME:** The former Buffalo, Rochester & Pittsburgh Caledonia-Mumford station was one of the candidates for a possible home for our museum. Built in 1912, by the 1970s it was deemed excess by successor Baltimore & Ohio. Before we could vote, the railroad rented it to another party. Today the depot is home to Zantopia Herb Gardens.



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## UPCOMING MONTHLY PROGRAMS

In-person meetings are held every third Thursday at 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 a 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. On **April 21**, **Devan Lawton** will present various videos of vintage railroad action around western New York. On **May 19**, **Greg Lund** will present "Photos From the Cab" documenting some of his railroading experiences around New York State.



Lehigh Valley 95100 was pulled from the Restoration Shop and officially joined the active museum fleet on March 12. Volunteer Chuck Whalen and project manager Sam Rosenberg pose on the rear platform as they prepare the car for storage outside on Track 7 in the Upper Yard.

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 Railroad)."

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 top left.

## 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 sec-

ond 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](mailto:fmgough34@gmail.com) by March 20.

—Frank Gough, Operations Supt.

## LEHIGH VALLEY CABOOSE RESTORATION COMPLETE

A new 18x28" fuel tank was ordered from South Town Specialties in West Valley, N.Y., to replace the old fuel tank for the oil stove inside the caboose. The new tank and stove were both installed in February, bringing this restoration one step closer to completion. Two kerosene lamp sconces donated by Jeremy Tuke were also installed. Chuck Whalen painted interior grab irons and hand holds orange. With the majority of work wrapped up on this project, Lehigh Valley 95100 was moved out of the shop on March 12 to officially join the active museum fleet! We will complete whatever small tasks remain as warmer



weather approaches. Thanks to everyone who has contributed to the restoration over the years. Look for this caboose to be used on some special members-only trains later this year. —*Sam Rosenberg, Project Mgr.*

### NEW CABOOSE SEAT CUSHIONS

Our visitors will enjoy a more comfortable ride this season thanks to new seat cushions ordered for use inside the Lehigh Valley, New York Central, and Erie Railroad cabooses. The cushions are being custom made by local vendor **Will's Upholstery** and will replace the various worn-out foam rubber mattresses that have served up until this point. With proper care, the new cushions should last for years to come.

—*Jeremy Tuke*

### ROCHESTER SUBWAY CAR 60

Car 60 made a short northbound move on March 12, moved about 35 feet up to the north doorway of the Restoration Shop so that materials can be removed from the west side to get ready for pouring the next

**ABOVE RIGHT:** The local Livonia, Avon & Lakeville crew helped us move our New York Central coach back to the West Siding on March 5. Justin Carmona was engineer aboard RGV 54, holding clear in the Hill Block.

**RIGHT:** Volunteer Bill Marcotte welds replacement steel panels on RG&E No. 8 as part of the repair of the exterior body work.

**BELOW:** Peter Gores mans the hand brake on Car 60 as it was pulled north on March 12.

**BELOW RIGHT:** Dale Hartnett strips old paint from wooden interior parts for Car 60.





## Spring Cleaning

**RIGHT:** The Construction Dept. was busy on March 8, clearing new space in the Construction Yard to park heavy equipment, as well as store bulk materials like stone or railroad ties.

**BELOW:** The old storage trailer was removed from "The Dip" behind the Restoration Shop alongside Track 9, and rip-rap from the Construction Yard was brought up to start filling the low area. Last fall, volunteers organized and stacked our rail stockpile. In an effort to clean up our property bordering our neighbor, scrap metal and debris was also removed from this area.

**BELOW RIGHT:** A new garden shed was purchased from Backyard Outfitters, and delivered on March 10. Our new utility shed will help us organize and consolidate all of our gardening and property maintenance tools in one location.



sections of concrete floor. The move was supervised by Peter Gores and Rand Warner, with Adam Lloyd at the controls of our Case backhoe to gently pull Car 60 from its resting place of the last dozen years or so. This also gives us an opportunity to remove debris and stored material from between the rails as we prepare to raise Track 7 level with the concrete slabs.

### RG&E 8 REPAIRS

Bill Marcotte has been busy replacing and welding in new support brackets underneath the cab floor, and preparing to weld in new steel for the exterior body repairs throughout the month of March. Bill also reinstalled a handrail stanchion at the northeast end by the handbrake. Sam Rosenberg is coordinating the efforts to

reassemble RG&E 8, which includes fabrication, welding, electrical, and mechanical work. If you'd like to be involved, email [ALCO251@frontiernet.net](mailto:ALCO251@frontiernet.net).

—Sam Rosenberg, Project Mgr.

### NEW HOME FOR LACKAWANNA M.U.

Some of you visiting the Shop may have noticed the Lackawanna m.u. commuter coach has come inside the Restoration Shop for some work. I am pleased to announce that we have found a new permanent home for this car, and it is being prepared for movement by truck in the coming weeks. Unfortunately, we have to remain tight-lipped about the details for now out of courtesy to the other party, but once all the papers are signed, we will put out a full

press release with all the details.

Delaware, Lackawanna & Western 2628 (later NJ Transit 4628) was built in 1930 by Pullman as part of an order of 141 electric multiple-unit (m.u.) commuter coaches. These cars are self-propelled, drawing electric current from an overhead wire. These cars ran continuously until August 1984 when the electrical system on the former Lackawanna lines was upgraded, and new, modern equipment was assigned.

Our 2628 was purchased from an equipment dealer in February 1985 for \$3,500 by a group of Rochester Chapter members. For more than 20 years, it was on display in Industry Yard, showing our visitors a typical mid-century commuter coach. Unfortunately, the years have not been kind to our car. The weight-saving materials used in the roof caused a reaction between the dissimilar metals and weakened the supports. The roof of our coach has suffered a partial collapse, exposing the interior of this car to the elements. We are excited to share the next chapter of DL&W 2628's life as soon as we are able. —O.M.V.





**ABOVE:** On March 12, several museum members, along with local non-profit and tourism representatives, were invited to ride a special run of Finger Lakes Railway's leased Budd Rail Diesel Car from Geneva to Seneca Falls and return. FGLK 2003 was built as Canadian Pacific 9110 in 1956, was transferred to VIA Rail in 1978, and sold to Dallas Area Rapid Transit in 1993 for use on their Trinity Rail Express commuter line. The fleet of cars were sold to Vermont's All Earth Rail in 2017. This car is leased from All Earth, and will be used for occasional public excursions. **ABOVE RIGHT:** Museum trustee David Shields and member Jim Moore were among the invited guests for the special run.



### CONCRETE FLOOR UPDATE

Volunteers have begun to clear out material from the west side of the Restoration Shop as we prepare to pour the next section of concrete floor. We will also be finding new homes for some of the large machine tools that are excess to our needs as we establish a permanent Metal Fabrication shop under the supervision of volunteer Bill Marcotte. In the mean time, some items will be temporarily stored on the shop floor until the concrete pour is complete. Our goal is to schedule the mason to pour concrete in late April or early May.

### SPRING TIE BLITZ APRIL 2 and 3

To help us get ahead on our 2022 track maintenance season, your museum has hired Symans Enterprises of Dunkirk, N.Y., to help with a scheduled tie replacement "blitz" on April 2 and 3. Using equipment and operators provided by Symans, we will replace ties on Track 9 from the boarding area to Switch 6, and then perform spot replacements along the main line as needed. We will also be coordinating Symans' efforts with the New York Museum of Transportation as they replace ties on their main line track north of Midway Station. While Symans will be performing most of the work, we will need machine operators to help deliver tie bundles to the work site,

and volunteers to help pull replacement ties from the bundles for Symans' operators to insert. We will also need volunteers to help gather the discarded ties for disposal. Lunch will be provided for all volunteers as thanks. Please contact Track & Right of Way Supt. David Kehrer if you are able to assist in any way. —D.W.K.

### EASTER BUNNY TRAINS APRIL 16

The Easter Bunny rides the rails and welcomes spring on Saturday, April 16, from 10am to 3pm. This will be our first public event of the season, featuring a petting zoo, Easter egg hunt, free juice and cookies for the kids, and a visit with the Easter Bunny himself! Tickets are now on sale, with many of our morning departures already sold out. Look for volunteer sign-up sheets to be distributed soon through our email list and help us kick off our 2022 season!

### How to use our GROUP EMAIL LISTS:

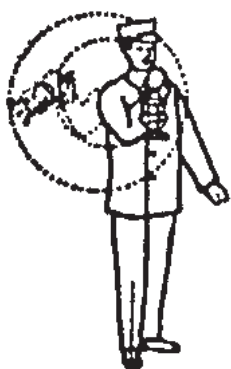
**TO REACH ALL MEMBERS  
(GENERAL DISCUSSION):**  
[members@lists.rgvrrm.org](mailto:members@lists.rgvrrm.org)

**MUSEUM OPS AND VOLUNTEERING:**  
[volunteers@lists.rgvrrm.org](mailto:volunteers@lists.rgvrrm.org)

## 2022 R&GV Priority Projects

The following priority projects have been approved by the Board of Trustees, effective January 6, 2022. Until completed, these projects will be prioritized for funds and resources as required. To contribute, please contact the project manager.

- 1. Complete Repairs to RG&E 8**  
**TARGET: DECEMBER 2022**  
—Sam Rosenberg, Mgr.
- 2. Complete PC RPO Repainting**  
**TARGET: OCTOBER 2022**  
—David Kehrer, Mgr.
- 3. Complete PC Caboose Repairs**  
**TARGET: AUGUST 2022**  
—Charlie Marks, Mgr.
- 4. Shop West Side Concrete Floor Phase Two**  
**TARGET: AUGUST 2022**  
—Charlie Marks, Mgr.
- 5. Upper Yard Drainage and Slope**  
**TARGET: SEPTEMBER 2022**  
—Scott Gleason, Mgr.
- 6. Consolidate and Eliminate One Storage Trailer**  
**TARGET: DECEMBER 2022**  
—Jeremy Tuke, Mgr.



# 2022 ANNUAL RULES CLASS

# SAT., MARCH 26

40 & 8 Club, 933 University Ave., Rochester, N.Y., starting at 8:00 a.m.

**PART ONE: SAFETY** - *For ALL VOLUNTEERS*, regardless if you are in train service or not. Covers basic rules, safety, radio, 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 (brakeman, conductor, or engineer).

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

Donuts and coffee will be provided in the morning. A collection will be taken up for pizza at lunchtime. Soft drinks are available for purchase from the bar. You must bring a three-ring binder for paperwork, and a pen to complete the tests at the end of each session.

## **RESERVE YOUR SPOT TODAY!**

The class is FREE to attend, but you must RSVP to **Frank Gough** at [fmgough34@gmail.com](mailto:fmgough34@gmail.com) so we have enough class materials for everyone attending.

## WHO ATTENDS?

**Safety:**  
**ALL VOLUNTEERS**

**Operating Rules:**  
**Air Brakes:**  
**ANYONE WHO  
WANTS TO BE ON  
TRAIN CREW**





THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326



**NEXT MEETING:**

**Mar. 17, 2022**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

**PLAN AHEAD:**

**April 21, 2022**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

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Towed by Rochester Gas & Electric GE 45-tonner 1941, Delaware, Lackawana & Western 2628 stretches its legs on the main line. OTTO M. VONDRAK PHOTO