

NEXT MEETING:
April 21
*Devan Lawton presents 8mm
films of Erie Lackawanna,
Lehigh Valley, and NYS&W*



We didn't let a little rain get our spirits down for opening day... Our Easter Bunny Train Rides on April 16 were sold out to capacity! OTTO M. VONDRAK PHOTO

HIGHBALL!

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Let's put the last two years of uncertainty behind us, and look forward to an exciting operating season at the museum! We were encouraged with a strong showing at our Easter Bunny Train Rides on April 16, where every departure was sold out to capacity. Of course, springtime weather in Rochester can be unpredictable, and with the day being unseasonably cool and rainy, we moved some of our activities inside the Restoration Shop. Everything seemed to work out, and many smiles were put on our visitor's faces that day.

Spring time is also when it seems we have a flurry of activity building up the infrastructure of our railroad. We completed an intense tie replacement program on April 2-3, partnering with neighbor New York Museum of Transportation to insert more than 300 new ties between Switch 6 and BOCES Crossing, with the help of

contractor Scott Symans. We also completed the last concrete pour for our shop floor, which will allow us to set up a permanent metalworking and electrical shop for the first time since 1998. Construction Dept. has been busy cleaning up and organizing material around our grounds, and clearing out old junk for recycling.

Of course, the big news is that our 1930 Lackawanna commuter coach will be returning home to New Jersey! We are excited to partner with Tri-State Railway Historical Society to see this car full restored and placed on display at the old DL&W terminal in Montclair, N.J. Read the complete story on **page 7**.

Your ideas for our museum's future are always welcome. Please email me at ovondrak@yahoo.com or call me at (585) 820-2341.

—Otto M. Vondrak, Museum President



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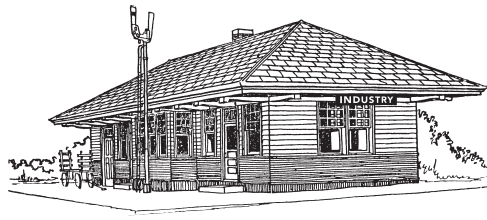
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50 YEARS AT INDUSTRY 1971-2021

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 4: INDUSTRY AT LAST

Meanwhile, volunteers from the Chapter applied their efforts through the summer months to the maintenance and operation of Livonia depot, which was used by the Livonia, Avon & Lakeville Railroad as headquarters for their freight and steam excursion business launched in 1965. Members volunteered on the trains, and also operated a gift shop in the depot that brought income to the Chapter. These experiences no doubt fueled the fire to acquire a depot home of our own.

At the September meeting, Chapter members voted on the proposal to acquire Industry depot from Erie Lackawanna. Coupled to this proposal was forming a non-profit educational organization chartered under New York State law. The railroad offered to sell the depot to the Chapter for \$1.00, and lease the land under it for \$25.00 a year, assuming the Chapter pays the property taxes. "The first order of business is to repair the roof," reported Henry Pape. Before any real estate could be ac-

quired, the business of incorporating would have to be addressed first. A motion was passed to incorporate as a non-profit educational organization, followed by a second motion to pursue the offer from EL and determine all costs and conditions of acquiring Industry depot.

Not much was reported on progress in acquiring the depot for months until the following fall. At the November 1971 meeting, Henry Pape made a passionate speech to the members to convince them that acquiring the depot at Industry would be the right move for the future of the organization. Besides the purchase of the depot, the Chapter would have to transform itself to assume the responsibility and grow as an institution preserving the history of our region's railroads.

The speech must have worked, and in December 1971, the Chapter voted to acquire the station from Erie Lackawanna, and embark on its restoration.

—To be continued...



Industry Depot as it looked in 1971, just prior to purchase from Erie Lackawanna by Rochester Chapter NRHS. Years of neglect had taken its toll on the structure built 1909. RICHARD BARETT PHOTO

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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 member meeting.

On **April 21**, member **Devan Lawton** will present various videos of vintage Erie Lackawanna, Lehigh Valley, and Susquehanna action around central and western New York. On **May 19**, member **Greg Lund** will present "Photos From the Cab" documenting some of his railroading experiences around New York State.

Summer meetings return to Industry Depot on **June 16**, **July 21**, and **August 18**. Following a brief meeting at the depot at 7:00pm, we'll take a ride on our museum railroad and update you on various projects. Don't get left at the station!

If you have ideas for future monthly meeting programs, please contact me.

—Dave Drury, Program Committee



With the storage trailer relocated, two panels were added to Track 7 South on April 3 so that the WA&G snow plow and CL&P Heisler could be moved south, and BNY 12 moved out of the shop to accommodate construction activities for the next concrete pour inside. JEREMY TUKE PHOTO

MARCH 26 ANNUAL RULES CLASS

More than 45 museum members attended our Annual Rules Class on March 26. This year, our class was audited by Ron Errington, representing NYSDOT. Thanks to everyone who attended, and watch for announcement of future hands-on training dates for train crew volunteers. Thanks also to past Supt. Frank Gough for his help.

—David Scheiderich,
Interim Operations Supt.

ROCHESTER SUBWAY CAR 60

The sheet metal workers apprentices returned for their final spring session on April 12, helping build up the letterboard around the ends of the car so there is something to attach the new roof to. They will return again in the fall to help us complete the roof project. Meanwhile, Charlie Marks has been fabricating wood uprights to help reconstruct both vestibules, while Dale Hartnett has been stripping old paint from interior wood trim pieces. Work will continue through the spring and summer to rebuild and restore various window components for installation.

BR&P CABOOSE 280

On April 2, the glad hand valve (which controls the flow of air through the brake hoses and brake pipe) was replaced on the south end of Buffalo, Rochester & Pittsburgh caboose 280... only to find that addi-

tional piping and unions had to be replaced as well which connect the air line to the conductor's brake valve. These repairs are ongoing, and hopefully the caboose will be back in service for May events. Thanks to Bill Marcotte, Charles Rothbart, Rob Burz, and Peter Gores.

CONCRETE FLOOR UPDATE

On April 4, Spallina Materials delivered gravel that will form the base of the next concrete pour along the west side of the Restoration Shop. Thanks to Scott Gleason and Rick Auburn for helping spread and tamp the gravel. The following week, Millet Masonry & Construction arrived to lay rebar and set forms. Concrete was delivered and poured the morning of April 16, helping complete a process that was started by previous Museum Manager Mark Wilczek when our inspection pit and floor were poured along Track 9 in 2015 (not counting the one slab poured at the south end of the shop in 2010). In March 2021 we poured the first section of floor on the west side of the shop, including a slab between the rails of Track 9 at the north end of the shop.

Our next steps include relocating the metal fabrication area to the west side (under the management of Bill Marcotte), and building a permanent electrical workshop in the southwest corner of the shop (under the management of Jim Johnson). This will help free up more space on the main shop floor and help us get better organized and

work more efficiently on our various projects. Thanks to all the volunteers.

—Charlie Marks,
Buildings & Grounds Mgr.

SPRING TIE BLITZ APRIL 2 and 3

Our volunteers pitched in on a major tie replacement project over the weekend of April 2 and 3 where we inserted more than 300 new ties between Switch 6 and BOCES Crossing. The work was accomplished with the help of contractor Symans Enterprises of Dunkirk, N.Y., who brought a tie inserter and hi-rail backhoe along with equipment operators. RGV supplied volunteers to help pull spikes and plates, as well

TIE BLITZ '22

TOP RIGHT: Preparation for the Tie Blitz began on March 29, with RGV 54 delivering the first load of new ties to BOCES Crossing. Kurtis Hooey, engineer Peter Gores, Scott Gleason, and conductor Otto Vondrak (not pictured) helped move the first bundles.

RIGHT: Preparation continued on March 31, with help from Track Supt. David Kehrer, Scott Gleason, Rick Auburn, Justin Carmona, Jeremy Tuke, and Otto Vondrak (not pictured).

BELOW: Many volunteers from RGV and NYMT came out on April 2 to pull spikes and plates while the contractor inserted new ties. L-R Jeremy Tuke, Dave Chapus, Rick Auburn, Jeff Carpenter, Jim Wiesner, Jay Considine, John Guglielmo, and Jim Hayes.

BELOW RIGHT: Museum president Otto Vondrak coordinated efforts between RGV and NYMT volunteers and the contractor.



TIE BLITZ '22

RIGHT: NYMT president Charlie Lowe observes contractors and volunteers spiking ties at Scanlon's Curve. This area saw the most work in the section between Midway and BOCES.

BELOW: RGV's skid steer (David Kehrer at the controls) and mini-excavator (Scott Gleason) assist Scott Symans in his hi-rail backhoe positioning new ties for insertion.

BELOW RIGHT: Scott Symans' tie inserter at work near Reid's Crossing. This machine also has a built-in air compression to operate a pneumatic spiker and other tools.

BOTTOM: RGV and NYMT volunteers at work near Reid's Crossing removing spikes and tie plates so that new ties can be inserted. A total of 211 new ties were put in between BOCES Crossing and Midway Station.



Reid's Crossing. At midday RG&E 1941 was pressed into service so RGV 54 could be put into the shop for its 92-day inspection. Work picked up again on March 31, dropping ties from Reid's Crossing south toward Midway and Switch 6.

On April 2, Scott Symans arrived with his equipment and crew early in the morning and began tie replacement at BOCES Crossing, working south. Meanwhile, RGV and NYMT volunteers worked to pull spikes and plates from ties to be replaced south of Reid's Crossing. RGV volunteers used our heavy equipment to help get additional ties into position to help Symans and his crew work more efficiently. By mid-day, RGV volunteers began picking up the discarded ties along the right of way and moving them down to our Construction Yard for eventual disposal. By the end of the first day, More than 250 ties had been inserted from BOCES Crossing to just 500 feet shy of Switch 6, with all ties spiked on the east rail. A significant number of new ties were placed into Scanlon's Curve just north of Midway.

as position new ties for placement. RGV also provided the use of its Case backhoe, Bobcat mini-excavator and skid steer, as well as our Pettibone forklift. The project began on March 29, using RGV 54 to push

trailer T-41 loaded with ties to the work site north of Midway. Ties were unloaded using "armstrong" power along the New York Museum of Transportation tracks from BOCES Crossing south towards

RIGHT: The final section of concrete floor on the west side of the Restoration Shop was poured on April 16, thanks to our friends at Millet Masonry & Construction. Once the concrete is cured, we will establish a permanent metalworking shop and electric shop to open up more space on the main shop floor. Thanks to Charlie Marks, Scott Gleason, Rick Auburn, and many others for helping prepare this area for the masons.



SUBWAY CAR 60

BELOW: The sheet metal workers' union apprentices returned for their final spring session reinforcing the letterboard area at the rear of Rochester Subway Car 60. This is the next step toward completing the roof structure of the car, which will then allow us to rebuild the vestibule at this end.



On the second day, Symans and his crew began the process of spiking and gauging the west rail, working from BOCES Crossing south, while NYMT and RGV volunteers pulled spikes from the remaining ties between 0.3 and Switch 6. Volunteers continued to assist with the removal of discarded ties along the right of way, thanks to Adam Lloyd, Tim Gifford, Dave Kehrer, and Scott Gleason. By lunch time, Symans and his crew were into Scanlon's Curve, spending a significant amount of time re-gauging the track. After lunch, the remaining 30 ties between 0.3 and Switch 6 were inserted, and the east rail was spiked all the way up to Midway. Our Track Dockney volunteers returned in the following days to get the west rail gauged and spiked in time for our public operations on April 16.

The final tally for ties inserted was 211 on the NYMT side and 101 on the RGV side. Our volunteer contribution to the NYMT side was provided as services in-kind in exchange for use of the track north of Midway for our planned steam operation this summer, as well as other concessions. With this project completed, we now have a significant jump on our tie replacement program for the season, allowing the Track Dockneys to concentrate on spot repairs and other projects, such as the reconstruction of Track 5 at Industry. —D.W.K.

EASTER BUNNY TRAIN RIDES

Your museum enjoyed a great start to the public operating season with sold-out Easter Bunny Train Rides on April 16! We served 688 ticketed passengers during the

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
COMPLETED APRIL 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.

one day event (and many more non-ticketed visitors under age 4). Due to the inclement and unpredictable weather, activities like the petting zoo (provided by our friends

GOING HOME: DL&W 2628



We are excited to announce that our former Lackawanna electric multiple-unit (M.U.) car will be returning home to New Jersey by the end of the month! After a series of negotiations, ownership of the car has been transferred to Tri-State Railway Historical Society (Tri-State Chapter NRHS), based in Morristown, N.J. Once restored, DL&W 2628 will be placed on display at Lackawanna Plaza, the former DL&W terminal in Montclair, N.J., which was closed in 1981 and re-purposed as a retail center. The car will be displayed under the platform roof. BDP Holdings will fund the cost of professional restoration inside and out to be completed in the Morristown & Erie Railway shop in Morristown, N.J. The train car will be restored to its historic appearance under the supervision of Tri-State Railway Historical Society.

"DL&W 2628 is, perhaps, the best surviving example of a Lackawanna motor," said Richard King, President of Tri-State Railway Historical Society, Inc. King explained that, while others survive, many of the original components are often sacrificed to re-purpose these cars for tourist trains, such as the pantographs used to power the electric train car. As it will be a static exhibit, DL&W 2628 will be made nearly original as possible. "We're proud to be playing a part in bringing this historic ar-



tifact back to native ground," said Mike Del Vecchio, Director and former President of Tri-State Railway Historical Society, Inc., who is the main consultant and coordinator for the project.

"Bringing the restored DL&W 2628 to Lackawanna Plaza is going to take the project to a whole new level," said David Placek, Managing Partner of BDP Holdings. "Lackawanna Plaza – in addition to being home to the township's largest food market, a wealth of affordable housing, and environmentally-friendly buildings and

landscaping – will be a place where people can go back in time as they climb aboard DL&W 2628. I want to thank everyone at the Rochester & Genesee Valley Railroad Museum and Tri-State Railway Historical Society for helping us bring this amazing piece of history back to the Montclair community."

Our museum acquired the car in 1985. DL&W 2628 will make its trip home hauled over the road on a flatbed trailer on April 25. Members are invited to observe the loading from a safe distance. — O.M.V.

at Spirit Wind Farms), Easter Bunny, and the egg hunt were moved indoors into the Restoration Shop. Despite the weather, everyone had a great time. We also had some great local TV coverage on Spectrum News and WHAM Channel 13. Thanks to the volunteers who came out to work on the trains, as well as help at the ticket desk, gift shop, egg hunt, and hand out cookies and juice! Every contribution counts as we move into our busiest operating season yet! You can sign up for upcoming available volunteer positions at rgvrrm.org/volunteer.

— Otto M. Vondrak, Events Mgr.

RAILS & ALES and VINTAGE RAILS MAY 21 and 22

Our popular beer, wine, cider and spirits tasting events return! Rails & Ales will feature more than 16 local craft breweries offering tastings on May 21, while Vintage Rails will feature several wine, cider, and spirits vendors offering tastings on May 22. These events run from 12:00 to 4:00pm, each day and are **21 and over only**. Volunteers are needed for train crew, as well as assisting the vendors, checking IDs, and helping in the depot. Tickets on sale now at RochesterTrainRides.com.

ERIE STILLWELL UPDATE

John Redden helped correct an error on our roster. Our Erie Railroad Stillwell coach is actually **2103** built **1924**, not 2326. We have updated our info accordingly.

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

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ROCHESTER, NY 14692-3326

NEXT MEETING:

April 21, 2022

933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:

May 19, 2022

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm



On April 16, visitors line up in the Upper Yard to board their train back to Industry while the next group arrives to meet the Easter Bunny and visit the petting zoo (which we moved inside the Restoration Shop due to the weather). Every train was sold out to capacity! OTTO M. VONDRAK PHOTO