



Lackawanna 2628 was loaded for truck transport to its new home in New Jersey on April 25. See the full story on page 3. NEIL GRABOWSKY PHOTO

GOING HOME:

DL&W 2628

Lackawanna Railroad

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It’s not always easy to let go of something or someone you have known for a very long time. The same could be said for Lackawanna 2628, the electric multiple-unit (“M.U.”) car that has been at our museum for 37 years. Some of you might not be familiar with the car, since it’s been in storage away from public viewing for more than a decade.

As a museum, we are constantly waging a battle against time and the elements, working hard to preserve what we have and trying to stay one step ahead of the rust. Your museum has done a great job checking off many long-term projects off the list in recent years, while also considering future projects and how we shape our collection.

We faced hard choices with DL&W 2628, but in the end it came down to what’s best for the artifact. Sending her home where her restoration will be fully funded, and she will be placed on exhibit at a station she once served... It simply doesn’t get better than that. You can read the full story starting on **page 3**.

Everything we do at the museum builds on the hard work of those who came before us. Our job is to make sure the museum continues to thrive into the future.

Your ideas and input 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)

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

**President**

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

**Vice President**

Peter Gores

**Treasurer**

Dave Peet

**Recording Secretary**

David Kehrer

**Corresponding Secretary**

Jeremy Tuke

**Trustees**

David Kaiser  
Dana Fuellhart  
Bill Marcotte  
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David Shields



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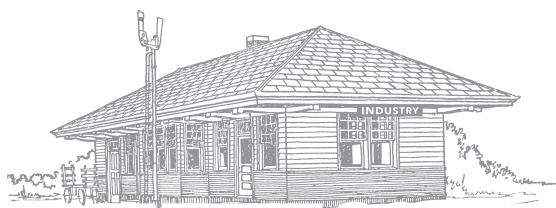
**EDITOR**

Otto M. Vondrak

**PRINTING AND MAILING**

Dave Peet

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# 2022 EVENT SCHEDULE

Schedule subject to change without notice.  
Reservations required, please visit our web site for details.

## **Rails & Ales • Ciderfest Trains**

May 21 • May 22

## **Trains & Trolleys at Twilight**

June 11 • July 9 • August 13

## **Fathers Day BBQ Train Rides**

June 18-19

## **Princess & Superhero Train Rides**

July 16-17

## **Real Steam Train Rides**

August 20-21, 27-28

## **Classic Cars and Train Rides**

September 17-18

## **Rails & Ales • Ciderfest Trains**

September 24 • September 25

## **Pumpkin Patch Train Rides**

October 15-16, 22-23, 29-30

## **Santa Trains to the North Pole**

December 9-10, 16-17

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## MUSEUM CONTACT INFO

### MUSEUM PRESIDENT

Otto Vondrak

(585) 820-2341 ovondrak@yahoo.com

### BUILDINGS & GROUNDS SUPT.

Charlie Marks

(585) 637-4271 cmarks@frontiernet.net

### MECHANICAL SUPT.

Joe Nugent

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

### INTERIM OPERATIONS SUPT.

David Scheiderich

(585) 301-1019 boblenon@gmail.com

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

David Kehrer

(585) 576-3843 dkehrer1@gmail.com

### CONSTRUCTION SUPT.

Jeremy Tuke

(585) 350-9524 jktuke@gmail.com

### INTERIM PUBLIC RELATIONS SUPT.

Otto Vondrak

(585) 820-2341 ovondrak@yahoo.com

### MEMBERSHIP CHAIRMAN

Sam Rosenberg

ALC0251@frontiernet.net

### PROGRAM CHAIRMAN

Dave Drury

(585) 943-1520 ddrury2@rochester.rr.com

## 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 **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!

Meetings will resume at the 40&8 Club on **September 15**. If you have ideas for future monthly meeting programs, please contact me. Any railroad-related program will be considered. Thanks for your help!

—Dave Drury,  
Program Committee



Lackawanna 2628 made its "Last Run" on our museum railroad on April 22, with Justin Carmona at the throttle of RG&E 41. Mechanical Supt. Joe Nugent acknowledges the "highball" signal from David Kehrer as the train passes the shanty at Switch 6.

## DL&W 2628 GOES HOME TO NEW JERSEY

Between 1929 and 1930, the Delaware, Lackawanna & Western electrified their Morris & Essex Lines, which was home to an intense suburban commuter service operated out of the waterfront Hoboken Terminal to the New Jersey suburbs. Service was provided with a fleet of 141 electric multiple unit (EMU) cars built by Pullman, paired with 141 non-powered trailers. The new 3,000 volt D.C. electric service was inaugurated on September 3, 1930, with inventor Thomas Edison himself operating the first train the first mile from Hoboken to Montclair.

The cars ran reliably for 54 years, retired on August 24, 1984. By then, the state had taken over funding and operation of the line, and the former Lackawanna operation was upgraded to 25,000v A.C. propulsion with brand new equipment to match. The old Lackawanna M.U. cars were made available at scrap surplus rates, and many made their way into preservation. NJT 4628 (former DL&W 2628) was purchased by Monte Verde Associates in 1985 and donated to our museum as an example of electric commuter cars, a similar technology employed by the Erie Railroad on the Rochester Division from 1907 to 1931.

The car was shipped to Industry via Conrail all the way from Mahwah, N.J. It was placed on display at the depot, and was used occasionally for private trips for our mem-

bers on our museum railroad. By 2010, the car was withdrawn from display and placed in storage, as galvanic corrosion had taken its toll on the roof, which had started to collapse. The museum did not have funds to attempt repairs, and there was no long-term plan for its preservation, operation, or display at the museum. In 2020, the Collections Management Committee determined the car was excess to the museum collection, and the board made the car available to any responsible organization willing to ensure its future.

Almost immediately, Mike DelVecchio from **Tri-State Railway Historical Society** (Tri-State Chapter NRHS) reached out with an amazing opportunity: The old DL&W terminal in Montclair was about to be re-developed into a mixed-used commercial and residential project, and the developer wanted a train car to place on display at one of the old platforms as a permanent historic exhibit honoring the town's heritage tied to the Lackawanna.

DL&W 2628 was identified as one of the few surviving motor cars from the fleet, and the best possible candidate for preservation given its condition. A deal was made where the car would be transferred to Tri-State, with developer **David Placek** of **BDP Holdings** fully funding the transportation and restoration of the car to its as-built appearance. When completed, the car will be on permanent public display under cover at **Lackawanna Plaza** in Montclair.





# 2628

**ABOVE:** The interior of 2628 was getting a little rough as the condition of the roof continued to deteriorate. NEIL GRABOWSKY PHOTO

**ABOVE RIGHT:** Adam Lloyd used our Case backhoe to help roll the first set of trucks out from under the car.

**RIGHT:** The baggage car was temporarily moved north to give the riggers more room at Industry. Here we see the rear set of trucks temporarily stored on Track 3.

**BELOW RIGHT:** Bill Marcotte was on standby to help torch off any last minute items deemed excess by the truckers. CHRIS PLAYFORD PHOTO



Months of preparation followed as DelVecchio handled the logistics of securing cranes for the lift and a heavy-haul trucker for the move since the car was too old to risk moving by rail. Meanwhile, our volunteers began the work to prep the car for movement, which largely involved removing items that would impede its move over the road. Joe Nugent disconnected and labeled all the traction motor leads between the trucks and body, and also disconnected the brake linkages. Bill Marcotte put his new cutting torch to good use, helping to remove the pilot, steps, air tanks, and other appliances from the underbody. We also removed the headlight for safekeeping (and to help improve clearances). Bolts holding the pantographs to the roof were also cut, with the actual hardware to be removed by

the cranes before the car departed Industry.

On April 22, DL&W 2628 began its final journey over our museum railroad, when a crew consisting of engineer Justin Carmona and conductor Otto Vondrak (with Mechanical Supt. Joe Nugent supervising) brought RG&E 41 up to Midway Station to fetch the car where it had been stored for the past week (to stay out of the way of our Easter Bunny Train Rides). The car was carefully moved to Switch 6, where a second crew consisting of engineer Jeremy Tuke and conductor David Kehrer coupled RGV 54 to the rear to provide additional braking power as the car was moved down the hill to the unloading site at Industry. Upon arrival at Industry, RG&E 41 was moved over to Track 3, while RGV 54 positioned DL&W 2628 near the end of Track 4.



On Sunday, April 24, Jeremy Tuke and Peter Gores coupled RG&E 41 to the Lackawanna Baggage Car on Track 3 and carefully moved it north onto the switch lead to give the truckers and crane operators maximum working clearance. The stage was now set for the big performance!



On the morning of Monday, April 25, several volunteers arrived to oversee the loading of DL&W 2628, along with many museum members and curious public who came to watch from a safe distance. Camera crews arrived at 7:00am from Spectrum News and WHAM 13 to file news reports about the move, and a third crew was pres-



ent filming and photographing the move on behalf of the developer.

By 8:00am the cranes had arrived, but we had not received confirmation from National Grid that the high voltage transmission lines over our property were de-energized. While we waited, the truckers identified some additional items to remove from the underbody, so Bill Marcotte went to work. By 9:00am, crews arrived from National Grid and we had confirmation that it was safe for the crane to set up and start lifting.

By 10:00am, the first pantograph was removed from the roof, followed soon after by the second one. With all materials removed from the roof, attention now turned toward lifting the south end of the car and placing it on the truck trailer. Before that lift

could take place, it was decided to remove the large red marker from the center of the roof to prevent it from being damaged, so once again Bill Marcotte was up on a ladder with his torch.

With the locking pins removed and the south end of the car lifted, Adam Lloyd used our backhoe to help roll the set of trucks out from under the car. Once in the clear, the car was lowered onto temporary cribbing and the crane lifted the trucks up and onto Track 3. Then the crane lifted the south end of the car, the cribbing was removed, and the truck trailer was backed under DL&W 2628. By noon, the south end of the car was pinned to the trailer.

After a break for lunch, work resumed on lifting the north end of the car. The process was repeated, and the trucks were rolled out by 1:30pm. By 2:30, the rear of DL&W 2628 was resting on the rubber-tired bogie. With this work complete, DL&W 2628 was temporarily moved across the street so the other heavy-haul trailers could be loaded up with the materials removed from the train, including the two power trucks, tanks, steps, and other items torched off for transport (the headlight and red marker light were entrusted to the film crew to transport, since they would be following the car all the way to New Jersey). Once those materials were loaded, those trucks began their trip toward New Jersey. By 5:00pm, everyone had cleared out, and DL&W 2628 was ready to hit the road.

Over the road heavy haul transports like these are permitted by NYSDOT to operate weekdays from 9:00am to 4:00pm, which meant that DL&W 2628 would begin her journey home on Tuesday morning. A group of several museum members had gathered to see her off, including museum trustee



# 2628

**TOP LEFT:** The rear rubber tire bogie was pushed into place beneath the rear of the car. NEIL GRABOWSKY PHOTO

**ABOVE LEFT:** With the front of the car lowered and pinned to the trailer, the rear truck would be the next to be removed.

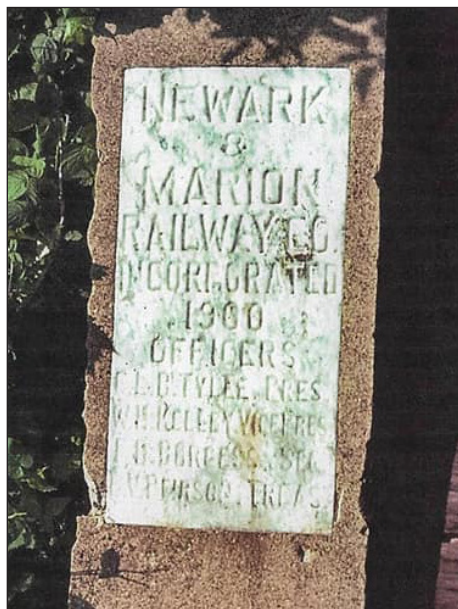
**LEFT:** Trustee David Monte Verde watches the riggers prepare to remove the pantographs from the top of the car. David arranged for the purchase and transportation of DL&W 2628 to Industry back in 1985.



## Historical marker missing from bridge

**RIGHT:** The opening of the Newark & Marion Railway in 1900 was commemorated with a marble plaque inset into the railroad bridge over the New York Central main line in Newark, N.Y. Four officers are listed including C.L.B. Tylee, President; W.H. Kelley, Vice President; F.D. Burgess, Secretary; and E.V. Peirson, Treasurer. The photo at right is from August 1977. The plaque was promised to the local historical society by Conrail, but was discovered missing by a local newspaper photographer, prompting the headline above.

**FAR RIGHT:** Member Adam Lloyd (LEFT), who purchased the plaque at an estate sale, arranged for donation to the Marion Historic Association & Museum on May 6.



David Monte Verde, who purchased the car in 1985 and arranged to bring it to our museum. With a mix of excitement and sadness, our group watched the truck carrying DL&W 2628 make the final swing off our property and onto Route 251 at 10:30am.

After an overnight stop in Pennsylvania, DL&W 2628 arrived at the unloading site on the Morristown & Erie Railroad in Whippany, N.J., on the afternoon of April 27. The car was unloaded and placed back on its trucks, awaiting movement to the M&E shop in Morristown. There, the car will be assessed and a plan will be made for its cosmetic restoration, supervised by Tri-State. It is expected the restoration could take up to a year, but that's okay. As DL&W 2628 quickly approaches its 100th birthday, rest assured her future is secured. We look forward to the day the restored car is placed on display inside Montclair Terminal for everyone to tour and enjoy. Thanks to David Placek and BDP Holdings, Mike DelVecchio and Tri-State Railway Historical Society, **Clark Rigging, Daily Express**, and to the **Morristown & Erie Railway** for making it all possible. —O.M.V.

### NEWARK & MARION PLAQUE RETURNED HOME

The Newark & Marion Railroad was chartered to build a railroad between its namesake cities in 1900. The line was controlled by the Beebe Syndicate of upstate streetcar and interurban lines, but was never electrified. It was reorganized as the Marion Railway in 1917, and was acquired by the Pennsylvania Railroad in 1930 and operated as a spur off the Elmira Branch through

the Penn Central and Conrail eras. Control passed to Ontario Midland in 1979, with operation ending in 1984.

In 1979, Conrail built a new connection from the Marion Branch which allowed them to abandon the bridge over the main line near Hydesville Road in Newark, N.Y. A marble dedication plaque from 1900 was embedded in the concrete, and was promised to the Wayne County Museum for preservation. A newspaper photographer discovered and reported the unauthorized removal of the plaque in an article published in the *Newark Courier-Gazette* on May 14, 1981. Whoever chiseled out the plaque broke off the top piece in the process.

Fast forward to October 2021. Member Adam Lloyd was attending an estate sale with items from the late George Shaw (a local lawyer and former director of the Livonia, Avon & Lakeville Railroad who passed away in 2014). Among the many rare railroad artifacts and collectibles was the Newark & Marion plaque stored in a shed (with other cumbersome concrete markers). Adam was able to strike a deal and purchased the markers.

At the beginning of March 2022, local historian Ken May reached out to our museum inquiring if we knew the whereabouts of the dedication plaque, on behalf of the Newark Town Historian who only recently discovered it was part of the estate sale in October. We were able to connect the historical society with Adam Lloyd, and an arrangement was made to return the plaque home for permanent display.

On May 6, Adam delivered the plaque to the Marion Historic Association & Museum,

where it will be on permanent display. While there is much talk about historic preservation and the impact it has on the public, this is the best example of putting our skills as historians and preservationists to work to get artifacts into the right hands. —O.M.V.

### DEPOT AND GROUNDS

Our contractor Seamless Painting & Decorating completed repainting the depot, signal mast, and fence on May 6. They did a spectacular job, and the semi-gloss paint applied to the depot should hold up against the weather for years to come. We will have to finish painting the storm windows ourselves, but that is a relatively small job compared to everything else completed.

I should add that the paint job finished all the improvements we have made at the depot over the past few years which has included new bathrooms, new plumbing in the basement, floors in the southing waiting room and station agents office refinished, station bench rebuilt and restored, new gutters, new exterior cellar door, all four exterior doors usable, various improvements to the gift shop and replacement of plastic pane storm windows with glass that you can see through. Our customers should be quite pleased with it when they visit as we prepare for the next 50 years of operation.

—Charlie Marks,  
Buildings & Grounds Supt.

### MECHANICAL DEPT. UPDATE

The Mechanical Dept. has been busy. The air valves have been removed from RG&E 41 and LA&L 20 for rebuilding; Steve Huse picked them during his last





**ABOVE:** With the Lackawanna baggage car temporarily moved north to make more room for the crane riggers, we took advantage of the occasion to paint the side of the new exhibit entrance not normally seen by visitors (plus, portions were built on site where we couldn't squeeze in to paint). Dave Peet wielded a paint brush on April 30, with help from Otto Vondrak.

**MIDDLE LEFT:** Scott Gleason brought out his Bobcat to help us dump stone and move materials for the rebuilding of Track 5 at Industry on May 10. The old stub of Track 5 had to be raised a few inches to meet the new grade of the rebuilt siding.

**LEFT:** By May 14, each stick of rail was bolted together again. Next steps include inserting tie plates, spiking the west rail, and then gauging the east rail. The goal is to have this track ready to display trains again by the end of June.

visit and delivered them to Multi Service in Pittsburgh. 92-Day Inspection work continues on RG&E 41, including a COTS on her brake cylinder. We will also need to perform a "hammer and hydro" on the air reservoir. RG&E 41 will also need to have fuel cut-off cables installed on both ends.

While the valves are out for rebuilding, we are going to attempt a COTS on LA&L 20 where she sits. Once the 41 is done, the 20 will need some pit time for other inspection and repair work to get her into regular service later this summer.

We are working on a quote for new window glass for the retired EK 6 switcher. Once we have the work scheduled, she will need some time inside the Restoration Shop to get the window openings prepped, hopefully later this summer.

Rob Burz completed his repairs to the air brake line at the south end of the BR&P caboose, including installing a new line for the conductor's emergency valve.

Sam Rosenberg and Chuck Whalen continue work on RG&E 8. Bob Ziegler is making repairs to the No. 1 engine head. Joe Nugent is getting a quote for engine cowl door repair and refinishing. We are always looking for volunteers to join us!

—Joe Nugent, *Mechanical Supt.*

## REBUILDING TRACK 5

Significant progress has been made as we work to rebuild Track 5. Ties were placed at the end of April, and rail was brought out of storage and returned to the work site. Several volunteers helped bolt rail sections together through mid-May.

# 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.*

Next steps include inserting tie plates and spiking and gauging the west rail. When the track is complete, this will make a good practice run for our reconditioned Jackson Tamper. Don't be afraid to pitch in, we're always seeking new volunteers to join the Track Dockneys!

—David Kehrer,  
*Track & Right of Way Supt.*

## CONGRATULATIONS

Congratulations to member **Jackson Glozer** on his recent graduation from RIT's photographic sciences program, and also for passing his Conductor qualifications in mid-May. If you're interested in Conductor or Engineer training or qualification, please contact me directly.

—David Scheiderich, *Interim Ops. Supt.*





THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326



**NEXT MEETING:**

**May 19, 2022**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

**PLAN AHEAD:**

**June 16, 2022**

282 RUSH-SCOTTSVILLE RD, RUSH, N.Y.

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



On the morning of April 26, DL&W 2628 was ready to make its final departure from Industry and begin the next chapter of its life back home in New Jersey at Lackawanna Plaza in Montclair. Clark provided cranes for the lift, while Daily Express provided the heavy haul services. OTTO M. VONDRAK PHOTO