

NEXT MEETING:
December 15
 Mark Klingel,
 photographer and author of
"Buffalo's Shortline Legacy"



RGV 54 is coupled to Brooklyn Navy Yard 12 for the trip down to Industry Yard on November 19, while the crew of RG&E 41 hang back in the clear.

Reaching Goals

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It's not easy being New York State's largest operating railroad museum. So much of our work goes on behind the scenes to keep our various programs running smoothly. One of our most important functions takes place out of sight of most members and the public inside the Restoration Shop. Built in 1998, this facility allows us to work on projects sheltered from weather year round.

The effort to transform our shop into an efficient work space began in 2010, when we poured the first slab of our concrete floor at the south end. With the help of a generous donation from an anonymous donor, we made a huge leap forward in 2015 when we poured concrete for the inspection pit, followed by the center floor and along the east side in 2016. Pallet racking was installed to get stored materials off the floor and out of the way. In 2021 we secured funds to pour the first section of concrete along the west

side (and fill in a small area between the rails at the north end of Track 9). This allowed us to establish a permanent Wood Shop. We carried that momentum into 2022 by finishing the last of the concrete on the west side, setting up a permanent Metal Shop and constructing an enclosed Electric Shop. Finally, the last of our stored materials were cleared from the shop floor, opening up valuable space for projects. Walk around inside, it's like a whole new shop!

So many volunteers worked extremely hard to get us to this place where we can realize the full potential of our Restoration Shop. I am very proud of our accomplishments, and I hope you are, too.

Where do we go next? Please contact me with your ideas for the future by email at ovondrak@yahoo.com or call me at (585) 820-2341.

—Otto M. Vondrak, Museum President



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Brooklyn Navy Yard 0-4-0T 12 was moved down to Industry Yard on December 6, awaiting pick-up by its new owner. The 1918 Vulcan was sold to Symans Enterprises of Dunkirk, N.Y., earlier this year.

HAPPY HOLIDAYS!

Members'
Christmas Party
Saturday, December 17
4:00PM-9:00PM
Enjoy food, drink, and train rides
to the "North Pole!"
Please RSVP to Otto Vondrak at ovondrak@yahoo.com

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UPCOMING

MONTHLY PROGRAMS

Monthly meetings resume at the 40&8 Club, located at 933 University Ave., across from Gleason Works in Rochester. Doors open at 7:00pm, with the business meeting starting at 7:30pm, followed by an entertainment program. Cash bar available.

December 15 program features Mark Klingel, a photographer and author from Buffalo, whose book "Buffalo's Short Line Legacy" was released this past November by publisher America Through Time.

We are currently seeking a program for February. If you have ideas for future monthly meeting programs in 2023, please contact me. Any railroad-related program will be considered. Thanks for your help!

—Dave Drury, Program Committee

MEMBERS' CHRISTMAS PARTY

DECEMBER 17

Your museum will host a special members-only Christmas Part on Saturday, December 17, from 4:00-9:00pm at Industry Depot, 282 Rush-Scottsville Road, Rush,



Dave Peet presents the Treasurer's Report at our November 17 meeting at the 40&8 Club on University Avenue, which also hosted our annual elections and Member's Slide Night.

N.Y. Members (along with their friends family) are invited to enjoy the festive atmosphere of our restored train station, including drinks and refreshments. Train rides to the "North Pole" will depart once an hour for those looking to enjoy a classic train ride in the (hopefully) snow. Friends and family are welcome, too. We look forward to seeing you there! —O.M.V.

ELECTIONS COMMITTEE

Out of roughly 215 museum members in good standing, 53 ballots were counted at out November 17 meeting, including mail-ins and those voting that night. After careful counting by the committee, the results are as follows: President – **Otto Vondrak**; Vice President – **Peter Gores**; Recording Secretary – **Dave Kehrer**; Corresponding Secretary – **Jeremy Tuke**; Treasurer – **Dave Peet**; Trustees **Dave Shields** and **Joe Nugent** were re-elected to another term.

Two questions were added to the ballot for members to answer. **Question A**, "Should the museum be open to the public for the April-December 2023 season?" the answer is "**Yes**" (with only seven voting "No."). Regarding **Question B**, "Should the museum hire paid workers to staff the museum in 2023?" the answer was a unanimous "**No.**"

Thanks to the volunteers who helped count votes at the meeting, and thanks to all the members who made their voices heard.

—Charlie Marks,
Elections Committee Chairman

DESPATCH SHOPS No. 5 UPDATE

Volunteers Peter Gores and Bob Cowan have been working hard over the last several weeks to prepare the Henrietta site for abatement contractors to come in and perform their work on Despatch Shops, Inc., 0-4-0T No. 5 before the engine is transported to our museum. On December 6, a number of volunteers headed to the site for the final clean-up session. The locomotive's storage shed was cleared out to make room for the abatement workers, with many of the excess materials brought to recycling. Some of the smaller steam locomotive parts were also transported to our museum for storage.

We also removed about 150 feet of track that was laid in front of the shed so that trucks will have easier access to the site. Sadly, this spelled the end of the Mortimer & Red Creek Railroad, the name John Virgilio had given to his private museum when it opened in 1966. The rail was donated by the Lehigh Valley Railroad in Buffalo.

There's still some work to be done before DSI 5 is ready for transport. We look forward to bringing this historic steam locomotive to our museum as soon as we can. Thanks to Rick Auburn, Mark Bowen, Ernie Cole, Bob Cowan, Scott Gleason, Peter Gores, Bill Marcotte, Charlie Marks, Charles Rothbart, Jeremy Tuke, and Otto Vondrak for their assistance!

—Jeremy Tuke
Construction Dept. Supt.



ABOVE: Rand Warner looks on as conductor Dave Scheiderich prepares to tow our Plymouth BL out of the shop for the first time in many years on November 19.

RIGHT: RG&E 41 tows Brooklyn Navy Yard 12 past the shanty at Switch 6. RGV 54 coupled up behind it for the move down to Industry.

BELOW RIGHT: On November 22, volunteers raised and leveled Track 7 before equipment was parked on it once again.

BOTTOM RIGHT: The Plymouth BL locomotive is now stored at the south end of Track 7 opposite the Electric Shop, along with our spare traction motor combos.

RESTORATION SHOP ORGANIZATION AND CLEAN-UP

So many projects at the museum are connected to one another, and sometimes it's difficult to understand the process. The recent reorganization of our Restoration Shop is a great example. While we have been working steadily towards improving the working environment inside, the final phase kicked off in 2021 when we poured the first section of concrete floor on the west side and established additional storage and a permanent location for our Wood Shop. We continued that progress in April 2022 when we poured the final sections of floor on the west side and relocated the Metal Shop and its associated tools from the center of the shop floor. Part of this plan involved building a new permanent enclosed Electric Shop on the west side, which was completed in October.

With construction projects largely wrapped up on the west side of the shop, we could turn our attention to relocating Brooklyn Navy Yard No. 12 from its temporary home behind the shop on Track 7 down to Industry Yard. Before we could do that, we had to carefully move Rochester Subway Car 60 and the Plymouth BL locomotive out of the way. These moves were completed on November 19.

With Car 60 temporarily pushed to the south end of the shop, volunteers were able



to raise the rest of Track 7 level with the concrete slabs on November 22.

With Track 7 leveled, Car 60 could be put back in its "normal" position. Our two spare traction motor combos were moved off the shop floor and onto Track 7 behind Car 60. The Plymouth BL was then moved back into the shop behind the traction motor combos at the south end of Track 7. On Nov. 26, the Kodak Tank Car was moved to the north end of Track 7 so repair work can continue through the winter months.

With all of these other projects completed, the south end of the shop floor was cleared of the remaining materials so that our Construction Dept. can have a working area of its own. Additional floor space was cleared up for projects as well.

Each item completed allowed the next



one to begin, resulting in a shop that is now organized with permanent work spaces and a shop floor that can support many more projects without tripping over one another. Careful planning and hard work have paid off once again. Enjoy your new shop, and help keep it clean!

MECHANICAL DEPT. UPDATE

RG&E 1941: Will be stored serviceable for the winter.

LA&L 20: Drained and inside the Shop for winter maintenance and servicing.

R&GV 54: New batteries arrived in November and installed. No. 1 air compressor to be removed for repairs, placing the engine out of service until completed.

RG&E 8: Chuck Whalen has been cleaning and painting the trucks and other surfaces underneath the deck. Sam Rosenberg is starting to tackle some underside work

while the locomotive is over the pit. (truck air hoses, traction motor brushes, traction motor support bolt replacement, etc.) Sam and Chuck are also working with Rob Burz to install the air brake piping under the cab.

USA 1843: Sam Rosenberg is planning electrical work while the locomotive is out of service for the winter/spring. There is also an air line that needs to be replaced inside the radiator room at the front of the locomotive. The radiator fan opening will need to be covered for the winter.

EK 6: Jeremy Tuke is working on getting a quote for window glass replacement.

LV 211: Radiator fans have been covered for the winter.

BNY 12: Moved to Industry Yard and awaiting pick-up by Scott Symans.

DSI 5: Pete Gores and Bob Cowan have been preparing the work site for the abatement contractor.

BR&P 280 Caboose: Charlie Marks is making plans for roof walk installation, paint touch-ups, cupola grab iron installation.

LBR 23 Flat: The west side passenger steps will need some repair work. The steel portion of the flat car body should also be painted this coming year, along with repainting the interior ceiling.

PC 18526 Caboose: Bill Marcotte has repaired a spare closet door, and installed it inside the caboose. New benches will be

BELOW: The south end of the shop floor has been cleared for the first time in many years, allowing the Construction Dept. to establish a work area, and open up more floor space for projects.

BOTTOM: Rearranging the Restoration Shop meant pulling all of the equipment off Track 7 and 9 using RG&E 41, with Sam Rosenberg at the throttle on November 26.



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 Kehr, Mgr.
3. Complete PC Caboose Repairs
TARGET: AUGUST 2022
COMPLETED DECEMBER 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
COMPLETED DECEMBER 2022!
—Jeremy Tuke, Mgr.

installed for more seating capacity.

B&O C2493 Caboose: A plan is being put together for clean-out, roof repairs, and window replacement.

NYC 19877 Caboose: Charlie Marks is putting together a plan to strip and repaint the car, repair windows, replace trim, and install new roofwalks.

RTC Car 60: Rand Warner is leading an effort to replace the rear vestibule of the car, along with John Redden, Dale Hartnett, and Dave Luca.

EKCX 52 Tank: Moved into the Shop for winter. John Redden is leading replacement of wooden wedges, walkways, and repairs to air brake system.

WAG X-3710 Snow Plow: Charlie Marks is working on a restoration plan for the plow.

—Joe Nugent,
Mechanical Dept. Supt.

"NEW YORK CENTRAL" BATAVIA SIGN FUNDRAISER

New York Central opened a replacement station in 1957 after re-routing the main line around the city of Batavia. Stylized "New York Central" lettering adorned the otherwise plain brick building, adding a touch

ABOVE RIGHT: Scott Gleason uses our Bobcat to gently push Despatch Shops 5 back into its shed on December 6.

RIGHT: Volunteers who helped with the final clean-up and dismantling of track at the Virgilio property in Henrietta includes Charles Rothbart, Peter Gores, Bob Cowan, Bill Marcotte, Rick Auburn, Jeremy Tuke, Mark Bowen, Scott Gleason, Ernie Cole, and Charlie Marks.

BOTTOM: Art Mummery inspects the treads of the Caterpillar D7E acquired from government surplus as work began to repair and restore the machine to good working order. CHRIS HAUF PHOTO

BELOW RIGHT: Starting with an inoperable unit acquired from government surplus, the restoration of the Caterpillar D7E was completed in 2002. Art Mummery runs the D7E on the fill behind the Restoration Shop. CHRIS HAUF PHOTO



of class. After the end of passenger service in 1971, the station building was used for storage by the railroad. In 2008 the letters were removed from the building and put in a dumpster! Fortunately, the letters were saved and stored at our museum.

We have hired a local sign shop to fabricate the missing letters, make a new sign identifying the Restoration Shop, and install both on our building. Your donation will help us meet our goal! The money raised will be used to fabricate the missing letters, make the Restoration Shop sign, and also have them professionally installed.

Member Roy Wullich has offered to **match any donation** up to \$1,000 until 12/31/22 to help us raise the last \$1,300. Help us cross the finish line by visiting <https://tinyurl.com/batavianyc>.

REMEMBERING ART MUMMERY (1933-2022)

Long-time member Art Mummery passed away on November 14, 2022. Art was born in Freedom, N.Y., and served in the U.S. Air Force as a Heavy Duty Mechanic working on B-23 bombers. Art was a member of the Operating Engineers Union for more than 60 years, and following his military service



worked as a Master Mechanic with Dow & Company for 31 years. Art was a long-time volunteer at R&GVRRM who, along with George Knab and Joe Scanlon, helped manage, maintain, and repair our large fleet of antique construction equipment which was used for many important infrastructure projects around the Museum campus.

Art was a good-natured wealth of knowledge and amazing resource for the Museum and was instrumental in keeping much of the equipment being used at the time in good running order. For example, when the Museum obtained a Caterpillar D7E dozer from government surplus, Art helped guide many volunteers with the unit's restoration and return to operation. He had a patient way with volunteers who lacked his encyclopedic knowledge of heavy equipment but wanted to learn. He offered guidance, wisdom, and experience as members worked to maintain and safely operate various equipment such as cable cranes, bucket loaders, dump trucks, pan scrapers, and a host of other equipment.

Past president Rand Warner recalled Art's many accomplishments and personal interests, including restoring a Ford Model A and building an extensive Lionel layout in his basement for his grandkids. His expertise was widely known and respected as Art was often called out of town to consult on projects and render repairs. "Art did a whole lot of good for a whole lot of people in a whole lot of places. He left the world better for his passing through."

—Jeremy Tuke

RENEW TODAY: RGVRRM.ORG/JOIN

TRIP CHAIRMAN WANTED

After serving many years as Trip Committee Chairman, I have decided to "retire." This is a great opportunity for another volunteer to step up and take on the role. Potential candidates would have good planning and communications skills, and would enjoy organizing, leading, and attending trips. Trips are selected based on feedback from a poll survey of the membership. Types of activities range from overnights to day trips, often held in the spring and fall each year. I will help the person who becomes Trip Chairman with how to organize trips. I have many contacts in the hospitality industry that I will share with you. If you would like to organize one trip or more for the members, please let me know. Email me at marberth@aol.com or call my cell phone (585) 315-0123. Thank you for your assistance and helping develop fun events for our members to enjoy!

—Dave Shields, Trip Committee Chair (Ret.)

TRAIN SHOW CHAIRMAN WANTED

Appearances at local train shows are just one way we promote our museum activities, solicit donations, and attract new members. We are seeking a Train Show Chairman to help coordinate our appearances at these events. The Chairman would be responsible for identifying local shows, making reservations for table space, submitting required payments, coordinating volunteer staffing and arranging for museum materials to be transported and set up at the show. The position of Chairman is a manager role for you to coordinate and delegate responsibilities. If you are interested in helping your museum grow, please contact Otto Vondrak at ovondrak@yahoo.com.

—Otto Vondrak, Museum President

NEW SCHEDULE FOR 2023

The past few years have been a period of adjustment for your museum as we recover from the effects of pandemic restrictions and also look for new opportunities to grow. As a result, your museum will be moving toward a new operating schedule for the 2023 season where we will be open three Saturdays each month, and then multiple weekends in September and October. The total number of operating days will remain the same, however.

The reason for the change was based on several factors, including attendance trends for the last few years, as well as feedback from volunteers. While we have

had a lot of fun hosting special week-end-long events once a month, we've noticed a shift in not only our visitor's behavior, but also the habits of some of our regular volunteers. As our schedule of events becomes more popular, potential visitors express frustration that we are not open more weekends. Likewise, as we continue to work on various projects to maintain and grow our museum, volunteers are less likely to devote an entire weekend to work public events. What's more, poor attendance at one event often means poor revenue for the entire month. This is most prevalent in the summer

months. By eliminating most Sundays, and adding more Saturdays, we hope to amortize our costs over more days, and also take strain off volunteers who felt compelled to work an entire weekend at the museum.

Look for the new schedule to be published in the January issue of The Semaphore. Our online sign-up sheets for event volunteers will be posted soon so that you can plan ahead. We have great things planned for 2023, and I look forward to working alongside you once again.

—Otto M. Vondrak,
Museum President



THE SEMAPHORE
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NEXT MEETING:

Dec. 15, 2022

933 UNIVERSITY AVE., ROCHESTER, N.Y.

PLAN AHEAD:

Jan. 19, 2023

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Find us on Facebook! facebook.com/rgvrrm



Rochester Subway Car 60 took a little trip around the Upper Yard on December 6 for the first time in more than 10 years. Rand Warner manned the hand brakes as the car was carefully pulled from Track 7 inside the shop and spotted on Track 9 so other pieces of equipment could be moved. See page 4.