



Visitors enjoying the fresh air and sunshine from the rear of our Penn Central caboose during our train rides event on July 22. PHOTO BY OTTO M. VONDRAK

Be Careful.

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I remember my first visit several years ago to the North Carolina Transportation Museum, located in the old Southern Railway shops in Spencer, N.C. Emblazoned on one of the shop buildings was not the familiar “SAFETY FIRST” message, but instead the more genteel and far-reaching “BE CAREFUL.”

It’s good advice, and something everyone should take to heart. Over the last several years, you’ve probably noticed more and more discussion around here about safety, rules, and correct procedures. Sign this log, fill out this form, do this monthly inspection, make a plan, create a budget, ask for clearance, get authorization, check with the proper authority... If you’ve been volunteering at the museum for more than a few years, some of it probably sounds like noise. After all, we never had to do these things before, why do we have to start now?

First off, safety, rules, and correct procedure are not just for train crews, they

are for **everyone**. Second, you’re hearing more talk about it because we’ve got more volunteers working on more projects, much of it taking place at the same time. The only way to manage all this increased activity is to make sure everyone looks out for each others’ safety, we all follow the rules, and we all follow correct procedure.

Don’t know how this applies to you? Whether you are a new volunteer or a veteran, we all need to be considerate and cooperate with one another to maintain our high level of safety and professionalism at the museum. All it takes is one careless action to bring everything we have worked so hard for crashing down around us, which is why we must all be vigilant.

What can we do to improve safety at the museum for both visitors and volunteers? Email me at ovondrak@yahoo.com or call me at (585) 820-2341.

—Otto M. Vondrak, Museum President



www.rgvrrm.org

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NEWS FROM THE NORTH: The inaugural runs of Adirondack Railroad's "Adirondack Mountaineer" and the "Tupper Lake Explorer" took place on July 16, 2023. From left to right are Conductor Dave Julian, Student Conductor and RGV Volunteer Justin Carmona, Brakeman Bob Ludlum, and Engineer John Norton. Engineer Mike Waterman (not shown in photo). The extension from Big Moose to Tupper Lake was rebuilt for passenger service by New York State as part of a compromise for removing the tracks from Tupper Lake to Lake Placid for a recreational trail in 2020. MATT GIARDINO PHOTO

2023 R&GV OPERATING SCHEDULE

Visit RochesterTrainRides.com for tickets and details

- August 5 – Trains & Trolleys at Twilight
- August 12 - Train Rides to A Horse's Friend
- August 17 - August Meeting at Industry
- August 19 - Classic Car Show and Train Rides
- August 26 - Vintage Diesel Train Rides
- September 9 - Caboose Day Train Rides
- September 16 - Scouting Around Train Rides
- September 23 - Oktoberfest Rails & Ales
- September 23 - Night Photo Session with Steve Barry
- October 14-15 - Pumpkin Patch Train Rides
- October 21-22 - Pumpkin Patch Train Rides
- October 28-29 - Pumpkin Patch Train Rides
- December 8-9 – Santa Train Rides to the North Pole
- December 15-16 – Santa Train Rides to the North Pole

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UPCOMING MONTHLY PROGRAMS

August 17 will mark our final summer meeting taking place at Industry Depot starting at 7:00pm. After a brief meeting, we will enjoy a special “rare mileage” trip all the way to NYMT, including a brief tour of the museum, before we return to RGV to tour our latest projects.

Meetings return to the 40&8 Club, 933 University Ave., Rochester, N.Y., starting **September 21**. Doors open at 7:00pm, and the meeting begins at 7:30. Cash bar available. The evening program will begin after a brief business meeting. Photographer **Mark Klingel** returns to present “The Railroads That Built the Finger Lakes.” Mark will share stories and photos from a book he is finishing that features LA&L, B&H, OMID, FGLK, R&S, and Ithaca Central.

October 19, museum member **Roy Wulich III**, Manager of Finance and Operations at FMW Solutions. Some of you probably recall when Roy lived in Rochester and was involved with the museum and fall foliage excursions. His presentation “21st Century



For our July 20 Members Meeting, we enjoyed a rare-mileage trip north of Midway to New York Museum of Transportation. Our final summer meeting at the depot will take place on August 17, and will include a tour of NYMT.

Solutions to 19th Century Problems” will visit some of their steam locomotive restoration projects presently managed by FMW including NC&StL 576 for Nashville Steam Preservation Society; PRR K-4 1361 for Railroader’s Heritage Museum in Altoona, Pa., and Florida East Coast 148 restored for U.S. Sugar’s “Sugar Express” excursion operation in Clewiston, Fla.

November 16 will be our Annual Elections and Members’ Slide Night. Members are invited to share their favorite 20 slides or digital images while ballots are tallied.

These events are FREE and open to the public, so bring a friend! Your museum is seeking programs to schedule through the winter and spring months. If you have ideas for future railroad-related programs, please contact me by phone or email.

—Dave Drury,
Program Committee Chair

TRAINS & TROLLEYS AT TWILIGHT EVENT SERIES CONCLUDES

Trains & Trolleys at Twilight is a special summer event series operated in cooperation with New York Museum of Transportation. Visitors board at Industry Depot for a diesel train ride to Midway, transferring to trolley for the ride to the “Trolley Park” on the lawn in front of NYMT. Evening entertainment included a live outdoor jazz performance, lawn games, and complimentary ice cream provided by **Creamcredible**. Trains operated in a shuttle every half hour from 4:00pm through 8:00pm.

On June 3 we hosted 201 paid visitors (64% of total capacity), dipping down to 189 (60%) for July 1, and seeing nearly sold out crowds on August 5 with 291 (92%). Both trains and trolleys operated safely and without incident on all three days, and we look forward to bringing this event back again in 2024. —O.M.V.

JULY TRAIN RIDES

On July 8 your museum hosted Vintage Diesel Train Rides. Unfortunately, we saw some of our lowest attendance of the season with only 80 paid visitors (25% capacity) through the door.

Our popular Princess & Superhero Train Rides returned on July 15, with visitors dressing as their favorite characters, meeting up with some of their heroes at the museum! On this day, 271 paid visitors (67% capacity) rode with us. Thanks to **Enchanted Princess Parties of Rochester** for providing performers, and to **Air Affair of Rochester** for arranging the bounce castle.

Vintage Diesel Train Rides returned once again on July 22, with 175 paid visitors (56% capacity). —O.M.V.

AUGUST TRAIN RIDES

Our final Trains & Trolleys at Twilight kicked off the month of August for us, which will lead into Train Rides to A Horse’s Friend on August 12, Classic Car Cruise & Train Rides on August 19, and Vintage Diesel Train Rides on August 22. Tickets on sale at RochesterTrainRides.com.



Princess & Superhero TRAIN RIDES

ABOVE: Thanks to Enchanted Princess Parties of Rochester for providing performers for our July 15 Princess & Superhero Train Rides.

ABOVE RIGHT: Ex-Livonia, Avon & Lakeville Alco RS-1 20 was the power for trains.

RIGHT: Our visitors enjoyed interacting with their favorite characters throughout the day.



NIGHT PHOTO SESSION SEPTEMBER 23

On September 23 at 7:00pm, join us for a special night photo session at the museum that will include several posed scenes and with actors and vintage trains to recreate vignettes of vintage railroading. Planned set-ups include a Lehigh Valley freight train and caboose; a Livonia, Avon & Lakeville freight train and caboose, and a Rochester Gas & Electric switcher at the “power plant.” Equipment and settings subject to change without notice. Lighting will be provided by *Railfan & Railroad* editor Steve Barry. A tripod and a camera capable of long exposures (“bulb” setting) is required. Flashlight and boots with ankle support recommended. Tickets are \$35.00 each and are available online at rgvrrm.org/night-photo-session.

MUSEUM VISITOR ATTENDANCE UPDATE

As we approach the half-way mark of our season, I wanted to share an update on our attendance for this year. As you know, this year we moved our schedule to be open most Saturdays through the spring and summer, and eliminate Sundays. Compared to last year, April totals remained the same, while we saw a reduction in May attendance. June admission was up significantly, and July totals were close to last year. In-

cluding the first week of August, attendance stands at 2,618 visitors, versus 2,336 at this time last year.

Last year’s total attendance was 5,650, which is about ~49% capacity. Let’s see if we can break 8,000 visitors in 2023, which would put us at ~70% capacity. Given our new marketing efforts and introduction of new themed events, this goal is entirely within our reach. —O.M.V.

MECHANICAL DEPT. UPDATE

RG&E 41: A Cummins PT pump was removed from RG&E 1950 and installed on RG&E 41’s front engine. A new fuel return line was also installed between the pump and the fuel tank. This has resolved the locomotive’s operating issues and it is back in service. The gear case oil in the

front truck has been inspected and gear oil has been added. The rear truck still needs to be serviced. The north headlight bulb was replaced on August 5.

LA&L 20: Currently in service.

R&GV 54: A 92-day inspection was performed in July. During operations on July 8, a growling noise could be heard emanating from the rear truck of the locomotive. After an inspection, it was determined that the intermediate shaft in the No. 3 gear case has a bad roller bearing. Justin Carmona inspected the bearing with his borescope and discovered that the rollers have started falling out of the bearing. As a result, this locomotive is now out of service. The museum has two replacement combo units that can be installed. Jim Johnson and Mike Guglielmo have been getting the combo units ready

for installation. Work has also begun on the refurbishment of four plain bearing journal boxes. New journal pads and dust guards will need to be ordered. While the locomotive is out of service, Justin Carmona led an effort to replace the coolant filters for each engine. Charles Rothbart also replaced both start switches, which had been failing.

RG&E 8: Chuck Whalen continues to clean and paint different areas of the locomotive. Sam Rosenberg has also gathered tools and materials to replace the traction motor suspension bolts on two combo units. Jim Johnson is working on cleaning up some electrical components for the locomotive.

USA 1843: Sam Rosenberg continues electrical upgrades to the locomotive. The new voltage regulator is working well,

which should allow for better battery charging. Sam is also trying to trace a possible short that keeps blowing the fuse for the auxiliary generator. Upon inspecting the commutator and brushes after a series of test runs on August 5, we found that one of the brushes and brush holders had overheated, damaging the brush holder, spring, and brush. The locomotive has been placed out of service until replacement brushes and brush holders can be secured.

BNY 12: Picked up on July 7.

DSI 5: Delivered by Scott Symans on July 7. All loose parts were palletized and placed in the Restoration Shop for storage. The smoke stack has also been capped to prevent rain water from entering the steam chest. Repairs to the rear pilot need to be made before the engine is moved.

PC 18526 Caboose: One of the hand-brake mechanisms needs service. Otherwise, this car is currently in service.

B&O C2493 Caboose: Justin Carmona is managing the initial clean-up of the interior, leading to sandblasting and priming to be scheduled for September. Some items have been removed and palletized, and some debris has been removed from the interior. Thanks to Jackson Glozer, Rick Auburn, Greg Lund, Otto Vondrak, and Bill Marcotte for their assistance.

RTC Car 60: Rand Warner is leading an effort to reconstruct the rear vestibule. During this work, it was discovered that the structural member above the rear truck is in bad condition and needs to be replaced. Dave Luca, Rob Burz, Bill Marcotte, and several new volunteers are working on this



TRAINS & TROLLEYS at Twilight

LEFT: RGE 41 provided the power for our diesel connection to the trolley at Midway on August 5.

BELOW LEFT: Visitors waiting to board as passengers disembark from the trolley at NYMT.

BELOW: Creamcredible of Henrietta provided excellent ice cream service all evening.

BOTTOM: The Trolley Park at NYMT provided a beautiful setting for live jazz, as well as space for games and picnics. NYMT's gift shop was also open for visitors seeking souvenirs.





SUBWAY CAR 60

ABOVE: Rand Warner and Dave Luca are leading the project to rebuild the rear vestibule of Rochester Subway Car 60. The rear was damaged by weather when New York State stored it in a partial outdoor shed for 25 years.

RIGHT: Work is ongoing to shore up and repair the structure around the rear vestibule, including the bolster, so that a new framework can be put in place. Several volunteers are contributing to this effort.



NYC 19877

RIGHT: Charlie Marks is leading the project to repaint the body of New York Central caboose 19877, as well as repair windows and replace trim. Our goal is to return this car to service in time for October train rides.



aspect. John Redden has also been working on restoring the car's air compressor.

NYC 19877 Caboose: The car is currently in the Restoration Shop, with Charlie Marks managing the project. Charlie Marks and Bernie Beikirch have been removing old paint from the exterior, and Charlie Marks has made repairs to the windows and trim. This car will be repainted in September and placed back in service for October.

Erie 2103 Stillwell Coach: PKG Equipment has revised their estimate for fabricating new steps to early 2024. Charles Rothbart is composing a letter to the Stillwell Family Foundation to update our progress and seek additional funding for repairs.

Erie C254 Caboose: An open fuel valve on the stove allowed the contents of the fuel tank to be emptied out. Charlie Marks and

Dave Coon cleaned up the excess fuel and the car remains in service.

—Joe Nugent, Mechanical Dept. Supt.

ADIRONDACK ACTIVITIES

Over July 23 weekend, Joe Nugent, Dave Scheiderich, and Justin Carmona wrapped up the majority of mechanical repairs to ex-New York Central Alco RS-3 8255 at Thendara. This diesel has been out of service for a few years, and requires some electrical service before it can be returned to active service on Adirondack Railroad passenger trains.

ARCHIVES UPDATE

Our archive footprint has been considerably reduced, allowing us to occupy a much smaller climate-controlled storage space.

This will help save money as we consolidate and preserve our remaining holdings.

A box of Lehigh Valley related material was discovered stored in one of our trailers, most of it relating to seniority lists, payroll, and other accounts of employees working in the yards at Manchester and other terminals in western New York. This material was donated to the Lehigh Valley Railroad Historical Society in Shortville.

Three large totes containing books, pamphlets, and other ephemera related to trolleys and traction were delivered to our neighbors at New York Museum of Transportation for possible inclusion in their collections.

The Archives Committee is formulating plans for the winter, including evaluating our large collection of prints, slides, and



LEFT: On August 1, volunteers Greg Lund and Duncan Richards attacked the growth below the Railfan Overlook in the Hill Block to improve visibility for visitors as well as train crews.

BELOW LEFT: The Tuesday Night Track Gang replaced two ties in the Hill Block on August 1 as part of their ongoing maintenance program.

negatives. Your feedback is important as we move forward with this process. Interested members should contact John Stewart by email at johnrstewart3@gmail.com.

—John Stewart,
Archive Committee Chair

MUSEUM SAFETY

During July Charlie Marks and I worked with **Irondequoit Fire Extinguisher** to have all of our museum fire extinguishers inspected, tested if necessary and refilled if necessary. With approximately 50 extinguishers, this was time consuming and not cheap. For the record, this has to occur annually and also requires monthly inspections. That said, Tuesday being August 1, we performed the monthly inspection. All who volunteer at the museum should be aware of the following:

1. If you use an extinguisher you need to notify Charlie Marks or Ernie Cole.
2. Do not change the location of any extinguisher, except to us it. Never store anything in front of an extinguisher.
3. You will find extinguishers located conveniently in Industry depot, the Restoration Shop, all railcars and cabooses open to the public, and a CO2 extinguisher in each locomotive.
4. To use an extinguisher, pull the pin breaking the seal, point the hose at the base of the fire, and squeeze the handle. **If fire is large, don't use an extinguisher. Instead, get to a safe location and call 9-1-1.**

Hopefully we never have to use them, but if we do it is our aim to always have them in the proper location and ready to use. If you have any questions, please contact Charlie Marks (cmarks@frontiernet.net) or Ernie Cole (mrmet1969@hotmail.com). ☺

—Ernie Cole, Safety Manager



TRAIN SHOW CHAIRMAN URGENTLY NEEDED

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

NITE PHOTO SESSION SEPT. 23 AT 7PM

Lighting by Steve Barry
\$35.00 Per Person
rgvrrm.org/night-photo-session



THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

NEXT MEETING:

Aug. 17, 2023

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

PLAN AHEAD:

Sept. 21, 2023

933 UNIVERSITY AVE., ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm



New York State Railways, Rochester Lines Peter Witt car 1234, built by Cincinnati Car Co. 1916. Route 2, Run 04. East Main Street at University Avenue, May 26, 1935. Thanks to a grant, our museum was able to scan nearly all 3,000 negatives in the John Woodbury Collection, which contain many views of local streetcar service. The highlights album can be found on our Flickr page at www.flickr.com/rgvrrm. NEGATIVE 1140 ©RGVRRM JOHN WOODBURY COLLECTION