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OFFICIAL BALLOT INSIDE

# SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 66 NO. 10-11  
OCT.-NOV. 2023

NEXT MEETING:

**November 16**  
**Members Slide Night**  
**and**  
**Annual Elections**



Livonia, Avon & Lakeville Alco S-2 72 was donated to the museum, along with three other pieces, on November 5. See page 4. PHOTO BY OTTO M. VONDRAK

# Election Special

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Just as we go to the polls in our communities in the month of November, our museum will be holding its annual elections at this month's membership meeting. **You'll find your official ballot on Page 5. Detach it from this newsletter, cast your vote, and mail it in before November 12.** Or, you can bring your ballot in person to the monthly meeting on November 16. Please take the time to cast your vote and make your voice heard.

I'd also like to remind you that your Board of Trustees is here to serve you. As president, my contact information is published in every issue. If you have a matter that you would like addressed by the board, please contact me so we can add it to the agenda. Your Board of Trustees are also members at large, active in the growth and development of your museum.

Many people work very hard behind the scenes to keep our museum going, but it can be a tremendous strain when we don't have enough help. If you see tired volunteers putting in extended hours and lots of extra work, it's often because we don't have enough people to get the job done. Even pitching in an hour here or there helps out in ways you can't imagine. If you can't come out to the museum to help, there's also a number of jobs you can do from the comfort of your home. Together, the museum can continue operating smoothly to bring in much needed income to fund our mission of historic preservation. Without your help, we cannot survive.

Where do we go next? 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.





[www.rgvrrm.org](http://www.rgvrrm.org)

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**PRINTING AND MAILING**

Dave Peet

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**LIVONIA AVON & LAKEVILLE DONATIONS**

**TOP:** Livonia, Avon & Lakeville made a special move on Sunday, November 5, with LA&L 433 leading Work Car 4400, Snow Plow 4410, and Alco S-2 72, with LA&L 428 bringing up the rear. The short train was seen battling the grade at Conesus Lake Junction early in the morning. OTTO M. VONDRACK PHOTO  
**MIDDLE:** The special move arrived at Industry by 9:00am. The work car and plow were spotted on the West Siding for temporary storage. PETE SWANSON PHOTO  
**ABOVE:** R&GV 54 ties on to LA&L 72 and pulls the newly donated Alco switcher onto museum property for the first time. MIKE STELLPFLUG PHOTO



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## UPCOMING MONTHLY PROGRAMS

Monthly meetings return to the 40&8 Club, 933 University Ave., Rochester, N.Y. Doors open at 7:00pm, and the meeting begins at 7:30. Cash bar available. Evening programs begin after a brief business meeting. All meetings are FREE to attend and open to the public. Bring a friend!

**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 (please RSVP to the Program Chair so we know who's showing).

Your museum is seeking new 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



**ABOVE:** Sheet Metal Workers Union Local 46 apprentices are making good progress on fabricating the new curved roof at the south end of Rochester Subway Car 60. At the same time, Bill Marcotte has been leading the fabrication of a new rear truck bolster.

## SEPTEMBER TRAIN RIDES

Your museum hosted Caboose Day Train Rides on September 9, where visitors took a ride aboard a special all-caboose consist including Lehigh Valley 95100, Erie C254, BR&P 280, and Penn Central 18526. This event was lightly attended, with only 122 paid visitors.

Scouting Around Train Rides on September 16 was a new event designed to encourage attendance where each Scout in uniform was admitted free with a paid adult. Unfortunately, we received very little response to the promotion, with less than 50 paid visitors for the day.

Oktoberfest Rails & Ales returned on September 23 where visitors 21 and over enjoyed complimentary tastings from a dozen local craft breweries. This event was well attended with more than 270 paid visitors (out of a possible 300). —O.M.V.

## NIGHT PHOTO SESSION SEPTEMBER 23

Your museum hosted a special night photo session on September 23 with posed scenes including Lehigh Valley freight train and caboose; a Livonia, Avon & Lakeville freight train and caboose, and a Rochester Gas & Electric switcher at the "power plant." Member Justin Mulford brought his 1953 Ford Thunderbird to pose at the "power plant" scene. Unfortunately, Steve Barry had to change his plans, so lighting was provided by Bill Monaghan, a retired SEPTA motorman who supports historic preserva-

tion at several trolley museums around the region. We had about 15 participants, and managed to shoot several different scenes throughout the night. Thanks also to Jackson Glozer who drove up from Pittsburgh to be our engineer for the event. —O.M.V.

## PUMPKIN PATCH TRAIN RIDES

The month of October usually represents anywhere from 50 to 60 percent of our annual income. This year, we faced significant challenges due to the unseasonably cold and rainy weather we experienced each weekend we were open. Despite these conditions, we did bring in a healthy income, though overall attendance for the three weekends of Pumpkin Patch Train Rides was off by an average of 50%. A huge thanks to our vendors, including **Niagara Underground** for our petting zoo, **FCTT Hi-Railers** for the Lionel exhibit, and **Mountain Top Concessions** for the kettle corn sales. —O.M.V.

## MECHANICAL DEPT. UPDATE

**RG&E 41:** The locomotive is currently in service. Chris Hauf has offered to have new RG&E decals made for the sides of the cab to replace the ones that are peeling.

**LA&L 20:** Cooling water was drained on October 28. It will be out of service until spring 2024. The radiator louvers on the top of the engine hood will need to be tarped for the winter.

**R&GV 54:** The locomotive was used for all six days of Pumpkin Patch train rides.



It was noted that the No. 3 bearing on the engineer's side of the locomotive is running hot. Adjustments will be made prior to Christmas train rides in December. Otherwise, the traction motor combo swap was a success. The locomotive is much more capable with four good traction motors.

**RG&E 8:** The air brakes are working again and all of the slack adjusters have been adjusted. Sam Rosenberg is currently working with Bill Marcotte to source perforated steel sheathing for the interior cab walls. Technician Bob Ziegler has been contacted about cleaning the cylinder heads for the No. 2 engine.

**USA 1843:** The locomotive is currently out of service due to a bad brush holder in the auxiliary generator. A repair will be attempted this winter.

**PC 18526 Caboose:** The handbrakes will need to be repaired or replaced. They are currently functional but difficult to operate. Repairs are scheduled for this winter.

**B&O C2493 Caboose:** New member Gerry Jewels has been inspecting the mechanical systems, including air brakes and journal bearings. The rotted wood subfloor is also in the process of being removed.

**RTC Car 60:** Bill Marcotte has been working on the rear bolster beam of the car. Sheetmetal Workers Union apprentices are installing the round roof at the rear of the car. Work has also begun on the cleanup of the rear truck, as it is currently accessible.

**NYC 19877 Caboose:** Aside from lettering, the paint work has been completed. The car was returned to service for Pumpkin Patch train rides starting October 14.

**Erie 2103 Stillwell Coach:** A sample set of steps will be delivered to PKG Equipment so that fabrication can begin on four new sets of steps.

We are always seeking new volunteers interested in learning more about maintaining and repairing our historic fleet of vintage trains. Please contact me for details.

—Joe Nugent, Mechanical Dept. Supt.

### MUSEUM COLLECTION GROWS THANKS TO DONATIONS FROM LIVONIA, AVON & LAKEVILLE

On November 5, our friends at Livonia, Avon & Lakeville Railroad donated three pieces of historic equipment to our museum, including Work Flat 4400, Snow Plow 4410, and most importantly, Alco S-2 72. This comes on the heels of the donation of Caboose 2603 this past summer, and joins Alco RS-1 20 donated in 2016!



**TOP:** LA&L Snow Plow 4410 was originally built by the Milwaukee Road in 1952, combining a large wedge plow with a retired steam engine tender. **ABOVE:** Work Car 4400 began life as a wood-bodied refrigerator car, with one end retained to store tools and track parts. Both arrived on November 5.

**Caboose 2603** was built by the Mt. Vernon Car Co. in 1918 as Buffalo, Rochester & Pittsburgh 252, renumbered to C2603 in 1935 after acquisition by Baltimore & Ohio. It was retired in 1964, and sold to a private owner in 1967, coming to LA&L around the same time. Used on work trains and also occasional school field trip specials, it served for many years before it was donated to our museum. It has been on display in our Upper Yard all summer, and used on some special events as well.

**Work Flat 4400** was built from a wood-en refrigerator car of unknown origin. Cut down to a flatcar, except for one end of the car that was retained as a tool shed and track parts supply. It is currently stored on the West Siding.

**Snow Plow 4410** was one of dozens built by Milwaukee Road in their shops in Milwaukee. The railroad was using large

wedge plows attached to gondolas pushed by locomotives to clear the tracks of snow. In 1952, railroad president John Kiley suggested replacing the gondolas with stronger steam engine tenders from recently retired steam locomotives. Of four "Kiley Plows" that were acquired by local short lines, MILW X900242 was sold to LA&L in the 1990s and renumbered 4410. It is currently stored on the West Siding.

**Alco S-2 No. 72** was the second Alco diesel acquired by LA&L in 1978. Built by American Locomotive Company in Schenectady, N.Y., for South Buffalo Railway in July 1941, No. 72 was one of 1,502 similar Alco S-2 units constructed between 1940 and 1950. The 1,000 horsepower diesel switcher served the steel mills along the Buffalo waterfront for more than three decades. In 1978, LA&L sold their General Electric 44-tonner No. 10 to Cargill in To-

# ★ ★ ★ OFFICIAL 2023 BALLOT ★ ★ ★

## ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

In accordance with Articles III and IV of the RGVRM By-Laws, the Elections Committee has nominated candidates for election to fill the expiring terms. The names of those selected by the committee are listed below. Vote for candidates by placing an "X" in the appropriate box [ ].

**1. Trustee Three-Year Term**  
(Vote for TWO candidates)

[ ] Justin Carmona

[ ] David Kaiser

[ ] Charles Rothbart

[ ] Lisa Talty

[ ] Write-In: \_\_\_\_\_

[ ] Write-In: \_\_\_\_\_

**2. Question A:** Should the museum be open the public for the March-December 2024 season?  
(Mark ONE box)

[ ] YES

[ ] NO

**3. Question B:** Should the museum hire paid workers to staff the museum in 2024?  
(Mark ONE box)

[ ] YES

[ ] NO

\_\_\_\_\_  
**SIGNATURE** (For membership verification only, ballot will NOT be counted without signature)

Elections will take place at the November 16, 2023 membership meeting at 7:30 p.m.

located at 933 University Avenue, Rochester, N.Y.

Please bring your ballot with you, or mail your ballot to:

RGVRRM Ballot, P.O. Box 23326, Rochester, NY 14692

**MAIL YOUR BALLOT BY NOVEMBER 12**

RGVRRM BALLOT  
P.O. BOX 23326  
ROCHESTER, NY 14692-3326

PLEASE  
PLACE  
POSTAGE  
HERE

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See other side for official 2023 ballot. Please bring your completed ballot to the November 16 meeting or mail your ballot by November 12 to make sure your vote is counted!



ledo, Ohio, and purchased No. 72 to cope with increased traffic. Currently stored in the Upper Yard, it has been drained for the winter, and will need new batteries before we attempt to start her in the spring.

We thank LA&L for arranging this significant donation of historic railroad equipment, and to the crew for safe and careful movement to our museum. We look forward to integrating them into the museum collection for years to come. —O.M.V.

### MUSEUM SAFETY: YOUR PERSONAL SAFETY

This summer it was brought to our attention there were a few safety items that we needed to address, and many of these tasks were passed down to Charlie Marks, our Building & Grounds Superintendent. Knowing of my background as a safety manager working in an industrial setting be-

fore retirement, Charlie asked for my help. At our president's request, I took on the role of Museum Safety Manager. Serving in that role, I'm currently putting together a Safety Manual for Volunteers and Visitors. This stands separate from the Safety Manual in our Rules of the Operating Department and Employee Timetable, principally covering processes and procedures taking place in the Restoration Building and Depot.

One area we addressed right away was updating our fire protection, making sure our fire extinguishers are inspected, up to date, and checked monthly. I remind everyone it is illegal to place anything in front of a fire extinguisher, as access must always be available unimpeded. In addition, we have placed all new first aid kits in both the Restoration Building and Depot, maps locating all fire extinguishers and first aid kits will be posted soon.

So what is different between safety in the industrial world and safety at a volunteer museum? In my last job, I had a human resources department, supervisors, and managers who had responsibility to make sure that personnel were trained according to the process, confirmed with signatures, and the individuals could be reprimanded if these procedures were violated. At the museum, we have superintendents and managers who work with our volunteers in various areas. I will be having conversations with them in the near future to determine what qualifications and documents are needed, whether its operating heavy machinery, performing electrical work, or proper use of tools. As an organization we have to cover ourselves against injuries. Suppose someone who hasn't operated a dump truck in 30 years got into one of ours, started driving it, and caused an accident, injuries, or a fatality?

So how do we enforce safety in a volunteer organization? In the introduction of our Safety Manual, it states, "Enforcement is the responsibility of all members." So what should happen should you see someone in obvious violation, for example, welding without a proper helmet? First, point it out to the individual, and second, to the Superintendent responsible for the area — and also to Charlie Marks or myself. One serious accident could bring everything we have worked for to a quick end. As volunteers, we all need to be looking out for each other, and helping everyone feel safe and comfortable as we go about our work. Should you have any questions or suggestions regarding museum safety, please contact me (see page 3). ☺

—Ernie Cole, Safety Manager



## Holiday Party

AT INDUSTRY DEPOT  
Friday, Dec. 1, 6-10PM

**ABOVE LEFT:** On September 30, we chartered Finger Lakes Railway's Budd RDC for a trip from Canandaigua to Clifton Springs and return. We had 35 folks join us for the trip, which included a layover and lunch at Warfield's restaurant.

**LEFT:** New York Central caboose 19877 returned to active service in time for Pumpkin Patch Train Rides on October 14. Many volunteers helped get this repair and repaint project across the finish line (lettering will be applied in the spring). Conductor Joe Steimer waves from the rear as the train passes Switch 6 on October 28.





THE **SEMAPHORE**

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

**NEXT MEETING:**

**Nov. 16, 2023**

933 UNIVERSITY AVE., ROCHESTER, N.Y.

**PLAN AHEAD:**

**Dec. 21, 2023**

933 UNIVERSITY AVE., ROCHESTER, N.Y.

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



**NIGHT MOVES:** The engineer on Lehigh Valley 211 (played by Rand Warner) waves to the conductor on LA&L 20 (Otto Vondrak) while the engineer (Jackson Glozer) looks ahead as the train pulls out of the yard. This 1970s vintage scene was staged at Industry Yard on September 23, part of a special night photo session organized for photographers. See page 3. LIGHTING AND PHOTO BY BILL MONAGHAN, JR.