

THE

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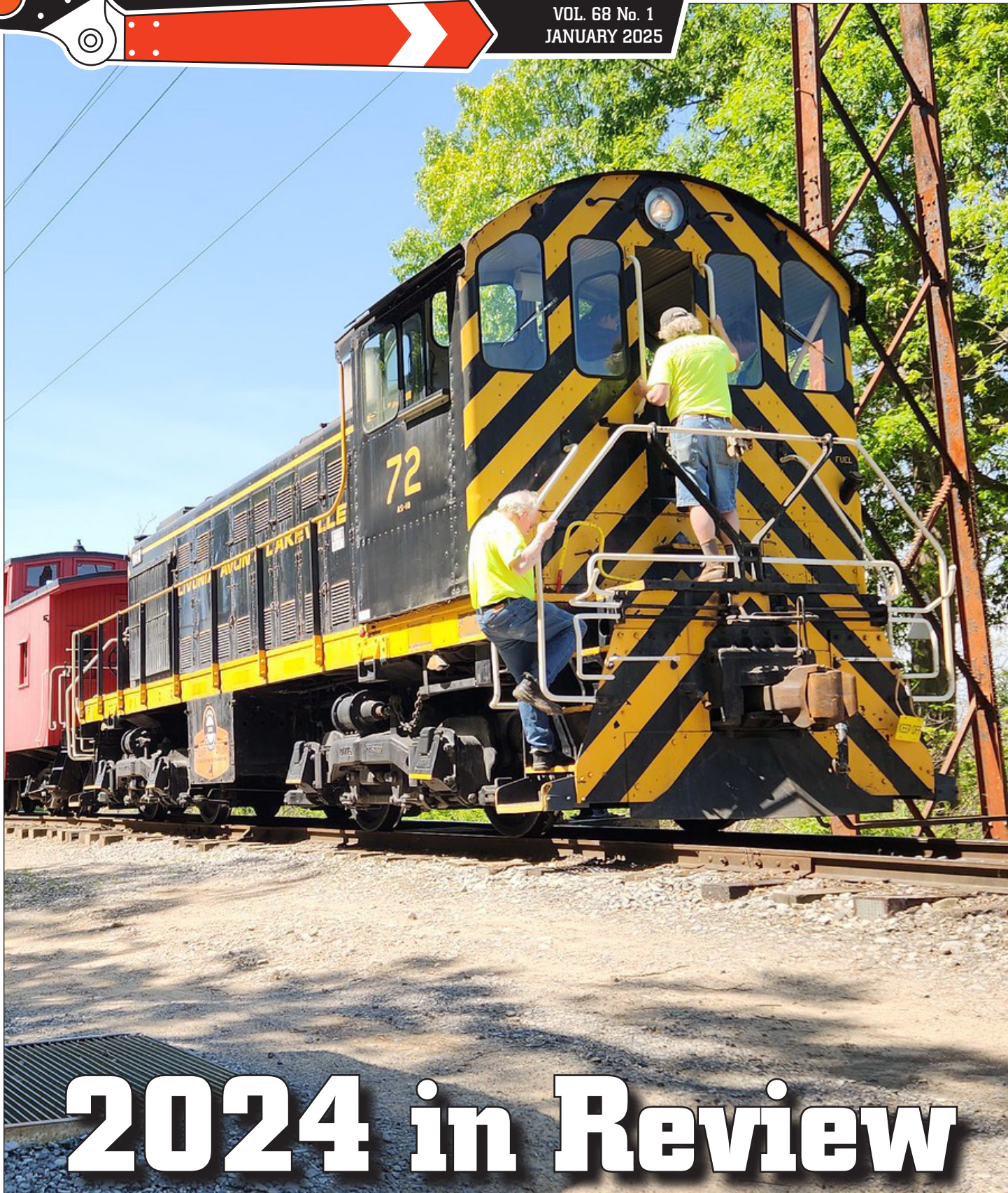
NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VOL. 68 No. 1
JANUARY 2025

NEXT MEETING:

February 20

**Aaron Heverin presents
"Images and Films of the
Pennsylvania Railroad"**



2024 in Review



www.rgvrrm.org

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Message from the President

Some of you may already know me, but I'm sure a lot of folks reading this newsletter are just getting to know me for the first time. My name is **Mark Bowen**, and I grew up about 35 miles south of Buffalo in the village of Gowanda on the Erie Railroad's Buffalo & Southwestern line (now home to the New York & Lake Erie Railroad).

I've lived in the Rochester area for almost 50 years. I earned my degree in Electrical Engineering Technology from Rochester Institute of Technology. The first half of my career was in the support of systems related to telecom, in design, manufacturing, and in the field. In the second half of my career, I started with Frontier as a network engineer dealing primarily with the control plane of the telecom network (specifically the SS7 protocols and all the associated hardware). I was in the network engineering realm with a few other companies until I retired in 2022.

My wife and I are both retired, and we have two daughters that are both on their own. I've been fascinated with railroads since high school as I witnessed Erie Lackawanna operations winding down in Gowanda, and was involved in the Gowanda & Buffalo Model Railroad Club in nearby Collins. In those days, the club had an HO layout with fully functional triple aspect

signaling. I also had a N scale layout of my own at home. I suppose it was those experiences that eventually pulled me toward a career in electronic systems.

I first approached the Rochester & Genesee Valley Railroad Museum in November of 2021, when we were on our way to Caledonia to drop off our Class B RV for service. I was hooked almost immediately. Since joining up in July 2022, I have been learning and helping out in a number of different ways at the museum, and I have to say I've been having a lot of fun working around a real railroad environment. As for being the president of the museum, that is an entirely different adventure with yet another learning curve, and one I hope you'll help me along. This museum is built on a strong foundation of achievements by many people who came before me. I hope you'll join me as we work together to continue our trajectory of growth... While having some fun along the way!

As we move forward, what is most important to you? I would like to hear your reactions and what you think we should focus on. You can always contact me by phone at (585) 770-4079 or by email at mfb750@gmail.com. I look forward to hearing from you! —*Mark Bowen, Museum President*

• IN MEMORIAM •

As this issue was going to press, we learned of the recent untimely passing of two of our museum members. Board Trustee **David Kaiser** passed away following a brief illness on February 6. Past board Trustee and Museum Manager **Mark Wilczek** passed away on February 7. We send our sincere condolences to the families. More details will be shared when they become available.

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**UPCOMING
MONTHLY PROGRAMS**

We meet 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 the brief business meeting. These meetings are FREE and open to the public.

On **February 20**, Aaron Heverin will be presenting “Images and Films of Pennsylvania Railroad Historian John Prophet” via Zoom.

On **March 20**, member Otto Vondrak will be presenting “Railfan by Design: 50 Years of Railfan & Railroad Magazine.” Otto is also Managing Editor of R&R, which celebrated its 50th anniversary in 2024.

On **April 17**, publisher and historian Rudy Garbley will be presenting “The Lehigh Valley Railroad.”

On **May 15**, member Duncan Richards will be our presenter, with subject to be announced later.

If you have ideas for railroad-related programs for future monthly meetings, please contact me by phone or email.

—Dave Drury,
Program Committee Chair

**WINTER WEATHER:
KEEP THE DOOR CLOSED, PLEASE**

Please keep the bathroom door in the depot closed at all times. An electric heater maintains minimum temperature, and will run continuously if the door is left open. Your cooperation is appreciated.

**MARCH 15, 2025
ANNUAL RULES CLASS**

Our Annual Rules Class will take place **Saturday, March 15, 2025**, at the Rochester Institute of Technology campus. The class begins at 8:00 a.m., and if you expect to take all three parts, plan on staying until at least 3:00 p.m. to complete your tests. **Safety Rules are for ALL museum volunteers**, while Operating and Air Brakes are required for all train crew volunteers. The class is split into three parts:

PART ONE: SAFETY – For ALL VOLUNTEERS, regardless if you are in train service or not. Covers basic safety rules, radio rules, and customer service.

PART TWO: OPERATING – The second part of the class is devoted to rules of train operation. This second part is required for anyone interested in volunteering for train service (brakeman (car host), conductor, engineer, and on-track equipment operators).

PART THREE: AIR BRAKES – The third part of the class is devoted to air brakes and train handling. This part is required for anyone interested in volunteering as a conductor or engineer.

Bring your Rulebook and Timetable to refer to class. If you don’t have them, they can will be issued to you upon request. Please respond to David Scheiderich at **boblenon@gmail.com** by March 10.

—David Scheiderich, Operations Supt.

**LIVONIA, AVON & LAKEVILLE
60th ANNIVERSARY - APRIL 11-12**

Our season starts a week earlier as we will help Livonia, Avon & Lakeville kick off their 60th Anniversary with a special night photo session at LA&L Lakeville Shops on April 11 (tickets required). On

April 12, we will be operating special train rides, using our vintage LA&L equipment at the museum. For tickets, please visit www.RochesterTrainRides.com.

**EASTER BUNNY TRAIN RIDES
APRIL 19**

Easter Bunny Train Rides return on April 19! Enjoy fun train rides, friendly petting zoo, an egg hunt, complimentary juice and cookies for the kids, and a visit with the Easter Bunny himself! For tickets, please visit RochesterTrainRides.com.

MUSEUM GROUP EMAIL LIST

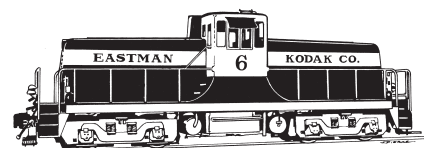
To send a message to all members, send an email to members@lists.rgvrrm.org. Email volunteers@lists.rgvrrm.org to reach our active volunteers list. If you’re not sure you’re on our group email lists, or want to update your membership, please contact Membership Chair Sam Rosenberg at alco251@frontiernet.net.

YOUR MUSEUM MEETINGS

We meet every third Thursday of the month at the 40&8 Club, 933 University Avenue, at 7:00 p.m. except June, July, and August when we meet at the museum. Meetings are free and open to the public. The Board of Trustees meets every first Thursday at the 40&8 Club at 6:00 p.m. To address the board and have your items added to the agenda, contact the president the week of the meeting to be added. Contacts for museum management can be found on the top left of this page.

YOUR SUBSCRIPTION

Two issues of THE SEMAPHORE are printed and mailed to all members each year, including the November ballot issue and the January “Year in Review.” All issues are distributed free in electronic format, available from our web site at rgvrrm.org. A print subscription can be added to your membership at any time for an additional \$20.00 (\$25.00 for non-members). Please contact our Membership Chairman **Sam Rosenberg** (contact info at top of this page) if you have questions. ☺

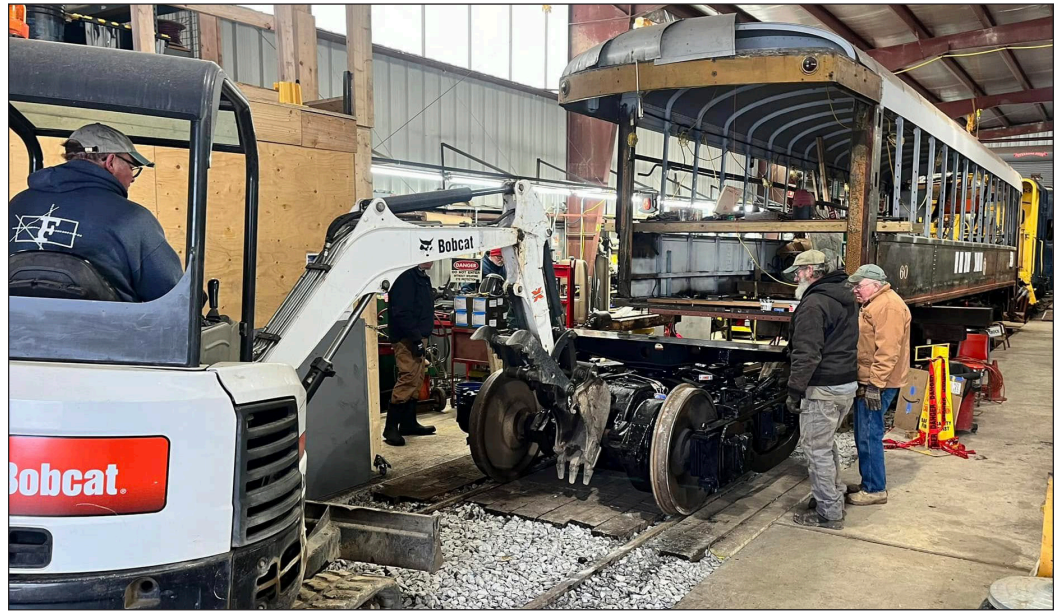


**PHOTOS FROM 2024 ARE POSTED ON
WWW.FLICKR.COM/RGVRRM**



2024 in Review

JANUARY 2024: Charlie Marks, Bernie Beikirch, and Rick Auburn cut firewood for the depot stove on January 3. On January 6, several volunteers helped get our utility truck ready for service. Jim Johnson, Rand Warner, and Dave Luca tested the motors on Rochester Subway Car 60. On January 9, Bill Marcotte and Bernie Beikirch torched bolts from the end sheets over the bolsters of B&O caboose 2493. Ernie Cole assembled wooden stepboxes. Scott Gleason used our Bobcat mini-excavator to plate the rebuilt bolster on the south truck of Car 60, and then gently nudge the truck and bolster combo back under the body, with help from Bill Marcotte, Rand Warner, and Dave Luca. On January 13, Bill Marcotte welded in a new metal piece on the elbow supporting Car 60's north vestibule. Adam Lloyd and Scott Gleason leveled an area in the Construction Yard and laid down road millings to provide additional parking and storage for equipment. On January 18, Peter Gores presented "New England Rails: The Photography of Jim Crosby" at our monthly member meeting at the 40&8 Club. On January 23, Jim Gaylord, Mary Strodl, and Bernie Beikirch were working inside the B&O caboose, removing rivets from the end sheets and panels from the interior. Rand Warner, Dave Luca, Bill Marcotte, and Dale Hartnett completed various tasks on Car 60. Chuck Whalen and Rick Auburn made repairs to the steps of Rochester Gas & Electric 8. Mark Bowen and Scott Gleason made repairs to a small portable air compressor. On January 27, Joe Nugent and Sam Rosenberg assembled the head on the



TOP LEFT: Ever vigilant in maintaining a safe environment, Charlie Marks, Rick Auburn, Bernie Beikirch, and Jim Gaylord inspected and repaired the stovepipe in the agent's office on January 30.

TOP RIGHT: Scott Gleason carefully nudges the south truck with its rebuilt bolster back under Rochester Subway Car 60 on January 9. The new bolster was fabricated in house by Bill Marcotte.

ABOVE LEFT: Jim Gaylor, Bernie Beikirch, and Charlie Marks help level off the platform in the Overlook area on March 5.

ABOVE RIGHT: On February 20, we landed four 20-foot shipping containers to help organize storage of small parts and material in the Construction Yard. We also emptied out and removed some of the derelict storage trailers that no longer provided adequate protection for materials.

No. 1 engine of RG&E 8. On January 30, Bill Marcotte completed repairs on the rear wall corner behind the motorman's position on Car 60. Charlie Marks, Jim Gaylord, Bernie Beikirch, and Rick Auburn inspected and repaired the stovepipe inside the depot.

FEBRUARY 2024: Charlie Marks replaced the subfloor and floor of the Lehigh Valley boxcar right in front of the loading door where it had rotted away on February 4. Bill Marcotte installed new flanges at the rear of the north vestibule that will help support a new subfloor in Car 60. Chuck Whalen worked on RG&E 8 steps. Chuck Whalen, Bernie Beikirch, John Talty, and Bill Marcotte helped straighten steps on RG&E 8. On February 6, Bernie Beikirch

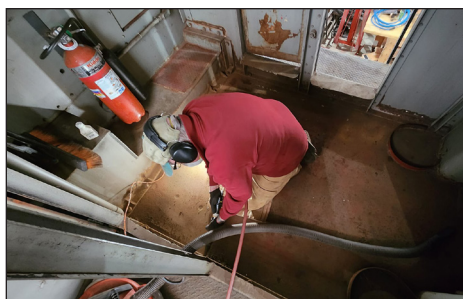
and Bill Marcotte helped bring the north fender of Car 60 back to level. Ernie Cole used up scrap lumber and old pallets to make "Christmas Trees" that we will use for decoration at Midway. Joel Paplawski made repairs and cleaned up welds on our Union Switch & Signal relay cabinet that is destined for future installation for the southbound signal approaching Switch 6. On February 10, Sam Rosenberg, Mary Strodl, Chuck Whalen, and Bill Marcotte completed various tasks on RG&E 8. Dave Luca and Rand Warner removed piping and appliances from the north vestibule of Car 60. On February 13, Bernie Beikirch cut away damaged end plate sheets from inside B&O caboose 2493. Jim Gaylord, Rick Auburn, Charlie Marks, and Bernie Beikirch

helped install a new subfloor inside the LV boxcar. Ernie Cole assembled more Christmas tree stands from scrap lumber. Marc Klingel presented “Railroads That Built the Finger Lakes” at our monthly meeting on February 15. Tim Gifford and Scott Gleason installed a replacement hydraulic pump for the bucket lift mechanism on utility truck C450 on February 17. Chuck Whalen cut and installed rockwool insulation inside the cab of RG&E 8, and painted the steps he repaired. Rand Warner and Dave Luca carefully removed piping and appliances from the vestibule of Car 60. On February 20, four 20-foot shipping containers were delivered and landed in the Construction Yard to help with material storage and organization. Bernie Beikirch removed rivets from the end sheets inside B&O caboose

2493. Chuck Whalen scraped and painted the insides of the short hoods of RG&E 8. On February 24, Sam Rosenberg, Chuck Whalen, Bill Marcotte, and Mary Strodl helped cut, bend and shape, and install new perforated metal for the interior of RG&E 8. Jeremy Tuke helped dispose of the old hay bales in the Overlook, while Charlie Marks, Jim Gaylord, and Bernie Beikirch modified the fences with additional rails to comply with fire code.

MARCH 2024: On March 2, Mark Bowen helped clean out the short hood of Livonia Avon & Lakeville 20, while Sam Rosenberg and Mary Strodl performed routine maintenance. Dale Hartnett removed 80 years of accumulated gunk and grime from the north truck of Car 60. The last of the damaged end sheets was removed from

B&O caboose 2493. Additional perforated metal was installed in the cab of RG&E 8 by Chuck Whalen, while Jim Johnson inspected the traction motor brushes. On March 5, Charlie Marks, Bernie Beikirch, and Bill Marcotte raised up and leveled the Overlook deck. Charlie Marks and Rick Auburn finished up floor repairs inside the LV boxcar. On March 9 we held our Annual Rules Class, taught by Operations Supt. David Scheiderich, attended by my than 50 volunteers. On March 12, Ernie Cole, Otto Vondrak, and Charlie Marks made repairs to the stair railings leading up to the MDT Refrigerator Car exhibit to comply with fire code. Chuck Whalen worked on piping under the cab of RG&E 8. Mary Strodl and Mark Bowen wire-wheeled the deck of LA&L 20 and prepared it for fresh primer and paint. Joel Paplawski helped re-assemble the south end hand brake on Penn Central caboose 18526. On March 16, Dale Hartnett continued cleaning and scraping the north truck of Rochester Subway Car 60, while Bill Marcotte welded new flanges to the rear of the vestibule. On March 21, Duncan Richards presented “The French Collection” featuring selected photos from the extensive slide collection of the late Bob French. On March 23, we hosted a Hands-on Session for train crew volunteers to get them familiar with safe operating practice in the field, with help from Greg Lund, Otto Vondrak, and others. On March 26, Otto Vondrak, Scott Gleason, and John Talty helped move fresh hay bales into the Overlook to get ready for Easter Bunny Trains. Ernie Cole sanded one of the wooden relay cabinets to get it ready for a fresh coat of paint. Mark Bowen used the Bobcat to help organize pallets of parts in the Upper Yard. Ernie Cole and Joel Paplawski repaired wooden benches with rotten parts. Rob Burz installed access hardware on the man door to the LV boxcar. On March 30, we hosted Easter Bunny Train Rides.



LEFT: Mark Bowen cleaned out and vacuumed debris from the short hood of LA&L 20 to prepare it for priming and painting on March 2.



LEFT: Annual Rules Class was held at RIT on March 9, conducted by Operations Supt. David Scheiderich.

BELOW: Hands-on Training for volunteers was held at Industry on March 23. Here, Greg Lund explains how to hook up a back-up hose to the train line.

BELOW RIGHT: Our 2024 public operating season kicked off with our popular Easter Bunny Train Rides on March 30.



APRIL 2024: On April 2, Bernie Beikirch, Jeremy Tuke, Mark Bowen, and Charlie Marks started constructing new entrances into the Signals exhibit. Dale Hartnett painted the north truck of Car 60. Mark Bowen primed the floor of the short hood of LA&L 20. On April 6, Chuck Whalen helped Bernie Beikirch and Charlie Marks assemble the railings for the new entrance into the Signals exhibit. Bill Marcotte and others worked on the roof of Car 60. Exhibits were switched around in the Upper Yard, thanks to Jackson Glozer, Charles Rothbart, Mary Strodl, and Emelia Connelly. On April 8, Mary Strodl continued cleaning and priming the deck of LA&L 20. Charlie Marks, Rick Auburn, Jeremy Tuke, Bernie Beikirch, and John Talty continued building the new entrances into the Signals Exhibit car. Bill Marcotte, Rand Warner, and Dave Luca continued work in the north vestibule of Car 60. Jeremy Tuke and John Talty adjusted the tarp protecting R&GV 1, our Plymouth BL locomotive. Ernie Cole built new heavy duty step boxes for our outdoor exhibits in the Upper Yard. Brandi Marino began removing the damaged portions of the depot lawn to prepare for installation of sod. Bill Marcotte and Joel Paplawski worked on repairs to the handbrake of PC 18526. On April 13, Bill Marcotte, Emilia Connelly, and Rand Warner used wire wheels and needle scalers to remove old paint and primer from Lowville & Beaver River 23, our open-air flatcar. Dave Peet, Jeremy Tuke, Rand Warner, Bill Marcotte, and Emilia Connelly applied a coat of primer to the flatcar frame. Charlie Marks and Bernie Beikirch continued work on the new entrances into the Signals Exhibit car. Otto Vondrak repaired some of the outdoor photo props, while Brandi Marino painted the Christmas tree stands green. On April 16, Perry Bertsch primed and painted our stepboxes. Ernie Cole applied filler and sanded the wooden relay case smooth.

Chuck Whalen painted the inside of the air brake compartment under the cab of RG&E 8 light beige to help reflect more light into the area. Mary Strodl, Jeremy Tuke, and Joel Paplawski painted the deck of LA&L 20. Jeremy Tuke, Bill Marcotte, Rand Warner, Dave Luca, and Otto Vondrak applied a fresh coat of black to the frame of L&BR 23. John Talty applied a coat of green to the Christmas tree stands. Charlie Marks, Brandi Marino, Bernie Beikirch, Bill Marcotte, and Scott Gleason helped install fresh sod to the damaged areas of the depot lawn. Otto Vondrak completed trim and repairs on the gate sign holder, and Ernie Cole applied filler. Ernie Cole built more step boxes for our outdoor exhibits. Larry Girard presented about the Adirondack Railroad, past and present, at our museum meeting on April 18. On April 20, Charlie Marks and Brandi Marino completed work on the depot lawn restoration. Bill Marcotte measured, cut, and installed a new piece of sheet metal to reinforce the front fender of Rochester Subway Car 60. Adam Lloyd, Scott Gleason, David Kehrer, Mike Guglielmo, and Duncan Richards moved ties and other materials into position for our upcoming Tie Blitz. On April 23, Steve Huse and Jeremy Tuke applied a fresh coat of white to the ceiling of L&BR 23. Ernie Cole painted the wood-

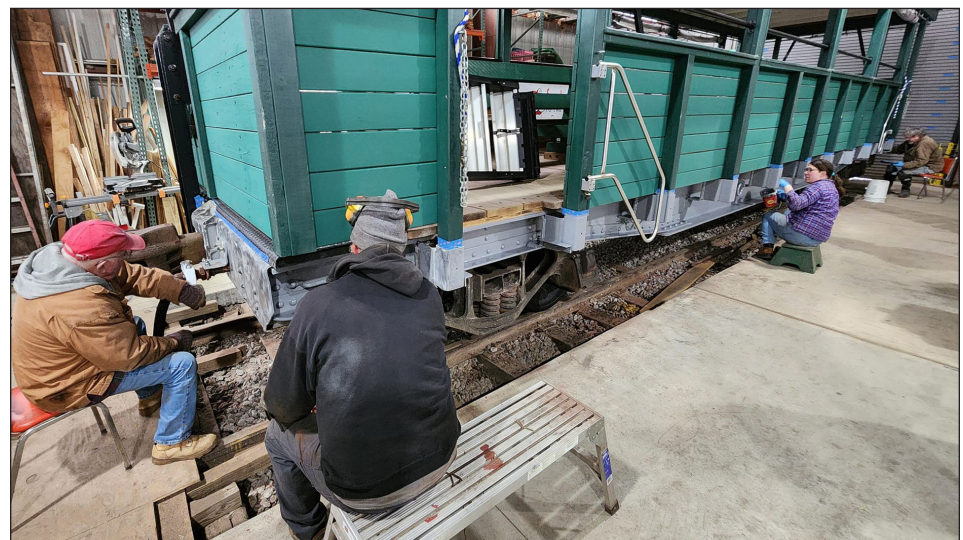
BOTTOM LEFT: Exhibits were switched around the Upper Yard on April 6, thanks to Jackson Glozer, Charles Rothbart, Mary Strodl, and Emelia Connelly.

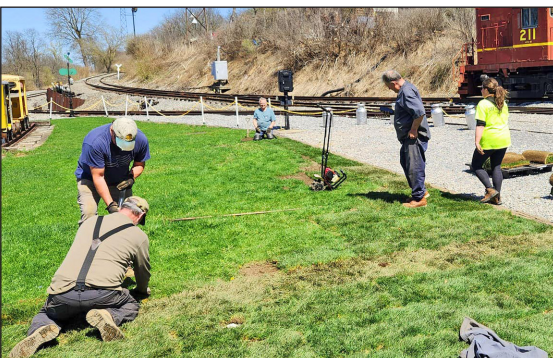
BOTTOM MIDDLE: On April 27, several volunteers assisted our contractor replacing ties on Track 9, including Track Supt. David Kehrer, Construction Supt. Adam Lloyd, and Scott Gleason.

BOTTOM RIGHT: Mike Byrne applied a fresh coat of yellow paint to the new step boxes built by Ernie Cole on April 27.

BELOW MIDDLE: Several volunteers pitched in to help apply a fresh coat of primer to our open-air flatcar (Lowville & Beaver River 23) on April 13, including Dave Peet, Jeremy Tuke, Rand Warner, Bill Marcotte, and Emilia Connelly.

BELOW: On April 30, Bill Marcotte continued work to reinforce the fender of Rochester Subway Car 60, with help from Dave Luca and Rand Warner. The wooden frame was repaired and rebuilt by Charlie Marks.





TOP LEFT: On May 4 we hosted a private tour for members of the Conrail Historical Society, with Adam Lloyd's restored Conrail 11273 as the star.

TOP RIGHT: Mike Guglielmo, Joe Nugent, Sam Rosenberg, and Mary Strodl performed a pre-lube and inspection of LA&L 72 on May 4.

ABOVE MIDDLE LEFT: Yes, you can get your picture in the paper for mowing the lawn. Rick Auburn does the honors on May 7.

ABOVE RIGHT: On May 7, Charlie Marks and Bernie Beikirch continued work on the second entrance into the Signals Exhibit car.

ABOVE: Charlie Marks, Brandi Marino, Bernie Beikirch, Bill Marcotte, and Scott Gleason helped install fresh sod to the damaged areas of the depot lawn on April 16.

black. Scott Gleason used the mini-excavator to remove bad ties from Track 9 in advance of our tie replacement blitz. Dave Luca ground down welds on the roof of Car 60. Charlie Marks, Ernie Cole, Rick Auburn, Bernie Beikirch, and Scott Gleason began assembly of the second entrance in the Signals Exhibit car. On April 26, Jeanie Glozer planted fresh flowers in our buckets and by our entrance sign. On April 27, several volunteers assisted our contractors with the Tie Blitz on Track 9, including David Kehrer, Adam Lloyd, Mike Guglielmo, Tim Gifford, Greg Lund, Jim Hayes, Scott Gleason, Pete Swanson, Otto Vondrak, and others. Charlie Marks and Otto Vondrak worked on the second entrance to the Signals Exhibit. Joe Nugent used our Bobcat to place fresh batteries into Livonia, Avon & Lakeville 72. Mark Bowen made repairs to the accessory wiring inside Rochester Gas & Electric 41, while Joe Nugent and Mary Strodl attended to other repairs and inspections. Bill Marcotte and Brandi Marino applied a second coat of white paint to the ceiling of L&BR 23, while Rob Burz made a repair to the stepwell area. Mike Byrne applied yellow paint to the new step boxes. Dave Luca applied primer to the exposed frame members under the vestibule of Car 60. On April 28, several volunteers assisted our contractors as we completed work on the main line during our Tie Blitz project, including Adam Lloyd and Jeremy

Tuke. On April 30, Charlie Marks, Bernie Beikirch, and John Talty continued work on the second entrance into the Signals Exhibit. Rob Burz completed framing in the remaining open section of the ceiling of L&BR 23, while Jeremy Tuke painted grab irons and hand holds white. Bill Marcotte continued work on reinforcing the fender on Car 60, while Dave Luca secured hardware to the rear end, Rand Warner applied primer, and Dale Hartnett painted the north truck. Bernie Beikirch removed torched off rivets from inside B&O caboose 2493.

MAY 2024: Equipment and projects were switched around in the Upper Yard on May 3 thanks to Sam Rosenberg and Otto Vondrak. Otto Vondrak applied vinyl graphics to the sides of L&BR 23. On May 4, Jim Johnson performed an electrical inspection, while Mike Guglielmo, Joe Nugent, Sam Rosenberg, and Mary Strodl performed a pre-lube and inspection of LA&L 72. We hosted a private tour for the Conrail Historical Society. On May 7, Charlie Marks, Bernie Beikirch, and Rick Auburn continued work on the second entrance into the Signals Exhibit car. Rick Auburn mowed the depot lawn. Joe Paplowski worked on repairs to the handbrake on PC 18526. Bill Marcotte worked on the reinforcement panel for the fender of Car 60. Ernie Cole sanded and varnished the interior face of the man door into the MDT Refrigerator Car Exhibit (it is constantly exposed to sun and weather when open). On May 11 we hosted Mothers Day Train Rides. On May 14, Mary Strodl and Chuck Whalen assembled the gaskets and replaced the side port covers of the No. 1 engine on RG&E 8. On May 15, we did some switching in the Upper Yard and at Industry to get ready for a private photo charter. On May 16, Duncan Richards presented "Fifty Years of Ferroequinologic Photography" sharing images

en relay case gray. Otto Vondrak painted the gate sign holder dark gray. Jim Gaylord painted the mast for the B&O "Stop" sign



from more than five decades railfan adventures at our monthly museum meeting. On May 17, LA&L 72 made its first test runs on our museum railroad, thanks to Sam Rosenberg, Mary Strodl, and others. On the evening of May 17, we hosted a private photo charter using LA&L 20 and 72. On May 18, we hosted Rails & Ales Train Rides, along with more than a dozen local craft breweries. On May 25, Mike Guglielmo and Jim Johnson performed an electrical inspection on RG&E 8.

JUNE 2024: On June 1, we hosted a private charter for Pack 67 Cub Scouts. On the evening of June 1, we hosted the first installment of Trains & Trolleys at Twilight with New York Museum of Transportation. On June 4, we switched some equipment around in the Upper Yard, thanks to Jeremy Tuke, Otto Vondrak, and Perry Bertsch. Charlie Marks replaced the oak threshold on the east side door to the North Waiting Room (gift shop). Ernie Cole replaced the broken plywood motor cover on our Fairmont speeder exhibit at Industry. On June 8, your museum hosted Donut Day Train Rides. On June 11, Scott Gleason used the mini-excavator with the auger attachment to dig holes for the displays in Sign Garden II, while Bill Marcotte used the Bobcat fork attachment to help move pallets with sign displays into position (two pallets of steel signs were brought into the shop to be cleaned, primed, and repainted). Otto Vondrak helped Scott and Bill helped place concrete markers into the display. Mike Guglielmo and Otto Vondrak helped plant a Lackawanna speed limit sign (restored by Bob Lipman) next to the baggage car at Industry. Jackson Glozer continued work on the Erie Stillwell coach, removing old galvanized sheet metal from the exterior. Chuck Whalen applied body filler and sanded it smooth on the cab of RG&E 8. Bill Marcotte fabricated a new point protector for Switch 6.



dustry. On June 20, we operated a special double-header powered by LA&L 20 and 72 for our monthly museum meeting held at Industry depot. On June 22, we hosted Princess & Superheroes Train Rides, with performers provided by Royal Promise Productions. On June 25, Charlie Marks, Bernie Beikirch, and Ernie Cole installed a new plywood subfloor inside the Switch 6 shanty. On June 29, we hosted a fun day trip to the Arcade & Attica Railroad for members and friends.

JULY 2024: On July 2, Charlie Marks, Ernie Cole, and Bernie Beikirch installed a new tongue-and-groove floor inside the Switch 6 shanty. Scott Gleason used our Bobcat with the auger attachment to dig holes for the displays in Sign Garden II, while Bill Marcotte used the Bobcat fork attachment to help move pallets with sign displays into position (two pallets of steel signs were brought into the shop to be cleaned, primed, and repainted). Otto Vondrak helped Scott and Bill helped place concrete markers into the display. Mike Guglielmo and Otto Vondrak helped plant a Lackawanna speed limit sign (restored by Bob Lipman) next to the baggage car at Industry. Jackson Glozer continued work on the Erie Stillwell coach, removing old galvanized sheet metal from the exterior. Chuck Whalen applied body filler and sanded it smooth on the cab of RG&E 8. Bill Marcotte fabricated a new point protector for Switch 6.



TOP LEFT: We hosted a private photo charter on May 17 operating LA&L 20 and 72 together for the first time. Photographers from around the region attended this special event.

TOP RIGHT: On June 1 we hosted the first installment of Trains & Trolleys at Twilight, a joint event with New York Museum of Transportation.

ABOVE LEFT: Bernie Beikirch and Rick Auburn cleaning up material inside Baltimore & Ohio "wagontop" caboose C2493 on July 30.

ABOVE RIGHT: Charlie Marks, Bernie Beikirch, and Ernie Cole installed a new plywood subfloor inside the Switch 6 shanty on June 25.

ABOVE: Scott Gleason and Bill Marcotte helped place the first concrete markers on display in Sign Garden II on July 2. This new exhibit is next to the Signals Exhibit car in the Upper Yard.

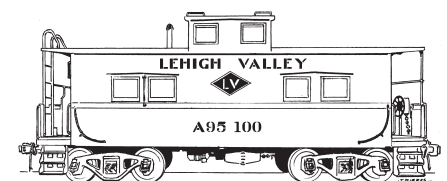
Joel Paplawski continued his repair of the fireman's side door of USAX 1843. On July 6, we hosted the second installment of

Trains & Trolleys at Twilight with NYMT. On July 9, Bernie Beikirch, Ernie Cole, and Rick Auburn replaced the safety walkway at Switch 6 with new composite planking. John Talty used a needle scaler to remove old paint and rust from our Lackawanna milepost. Joel Poplawski continued repairs to the fireman’s side door of USAX 1843. Mary Strodl worked on piping the accessories inside the cab of RG&E 8, including the bell and other air-powered controls. Bill Marcotte applied a coat of gloss black paint to the repaired US&S relay cabinet base for our Erie Railroad signal to be reinstalled near Switch 6. Otto Vondrak began building a wall to house new exhibits inside the baggage car at Industry. On July 12, we hosted our “Tracks to the Future” design workshop in cooperation with Community Design Center of Rochester to come up with ideas for the future of the museum campus. On July 14 we hosted Witches & Wizards Train Rides. On July 16, Dale Hartnett used a needle scaler to clean up the hand brake stand for Rochester Subway Car 60. On July 18 we hosted our monthly member meeting at Industry Depot, including a “rare mileage” run north to BOCES Crossing. On July 20,

we hosted Trucks & Tractors Train Rides, including a visiting exhibit of Regional Transit Service’s restored 1950 GM Transit Bus. On July 23, Bernie Beikirch and John Talty helped repair windows from our Midway station (former Rochester, Lockport & Buffalo trolley shelter) that were broken by vandals the week before. Rand Warner painted the hand brake stand from Car 60 black. Chuck Whalen performed body work on the hood doors from RG&E 8. On July 27, we hosted Ice Cream Train Rides, thanks to our vendor Creamcredible. On July 30, we were switching around some exhibits and projects in the Upper Yard. Rick Auburn and Bernie Beikirch removed the last of the plywood interior panels from B&O caboose 2493. Chuck Whalen and Rick Siebert were working on the hood doors from RG&E 8. Jeremy Tuke painted the number plate for our Lackawanna milepost. Jackson Glozer continued removal of old galvanized steel panels from the exterior of the Erie Stillwell coach.

AUGUST 2024: On August 3, we performed a series of switching moves to bring Pennsylvania Railroad caboose 477822 from the end of Track 6 and over to Track

9 behind the shop. Bernie Beikirch and Bill Marcotte cut more material from the damaged end sheets inside B&O caboose 2493. Charlie Marks installed new tongue-and-groove flooring inside the north vestibule of Car 60. On August 10 we hosted Pizza Day Train Rides with fresh pizza from Salvatore’s Saloon of Scottsville. Our August 15 Museum Meeting at Industry Depot included a train-to-trolley transfer at Midway and a brief tour of NYMT. On August 17 we hosted Diesel Train Rides. On August 20, John Talty and Ernie Cole painted folding doors for Rochester Subway Car 60, while Charlie Marks continued installation of the new floor in the north vestibule. Bill Marcotte and Bernie Beikirch removed old rivets from the floor beams inside B&O caboose 2493. Scott Gleason assisted with clean-up around the property. On August 24, Bill Marcotte helped Charlie Marks complete the installation of the new wooden floor in Car 60’s north vestibule. Chuck Whalen worked on the hood doors for RG&E 8. We moved some projects and exhibits around the Upper Yard and shops, with help from Jackson Glozer, David Kehrer, and Justin Carmona. On August 26, Conrail caboose 21273 was moved into the shop so the broken leaf springs in one of the trucks could be replaced. On August 27, Ernie Cole continued painting the folding doors from Car 60 red. Bernie Beikirch helped Bill Marcotte install and adjust brackets that will support the front frame members of Car 50. Jim Johnson, Mike Guglielmo, Mark Bowen, Sam Rosenberg, and Mary Strodl worked on various tasks on RG&E 8. On August 31, Adam Lloyd and Charlie Marks were working on a short section of panel track in the Construction Yard to store some of our spare trucks. Scott Gleason used the auger to clear out some of the holes to plant signs in Sign Garden II. Adam Lloyd, Scott Gleason, and Otto Vondrak helped install the remaining sign exhibits including two PRR whistle posts, NYC whistle post, and BR&P/B&O “Stop” sign. Adam Lloyd and Scott Gleason brought down the restored Lackawanna milepost and installed it alongside the baggage car at Industry. Otto Vondrak and Brandi Marino stenciled fresh New York Central logos on caboose 19877, using stencils borrowed from Central New York Chapter NRHS. RG&E 8 was brought south of the shop for a potential test-firing of one of the engines, with Sam Rosenberg, Joe Nugent, Justin Carmona, Mary Strodl, and Jim Johnson.



LEFT: Our monthly Museum Meeting at Industry included a rare-mileage train ride and photo op at BOCES Crossing on July 18.



LEFT: Our first Ice Cream Train Rides was held on July 27, featuring Creamcredible.

BELOW LEFT: Our “Tracks to the Future” design workshop was attended by museum members and general public to help us plan the future of our campus, facilitated by the Community Design Center of Rochester on July 12.

BELOW: Jackson Glozer removed galvanized steel panels from the body of the Erie Stillwell coach on July 2.



How Did We Do?

In 2024, your museum enjoyed a successful season, with increased admissions and income compared to the year previous. Income from museum admissions was \$127,120, up 26% from 2023's total of \$100,879. Sale of Cab Passes to ride in the locomotive with the engineer also increased, bringing in an additional \$830. Private charters brought in \$870.

Donations were up slightly this year by 3%, totaling \$23,440. Grant awards nearly tripled from last year to \$15,000.

Your museum hosted public operations on 28 days spread out over 24 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$4,540.00, a 26% increase over 2023's daily average of \$3,602.82. Average daily attendance for 2024 was 259, compared

2023 GROSS ADMISSIONS

Museum Admission.....	\$100,879
Cab Pass	595
Private Charters	800
TOTAL	\$102,274

2023 DONATIONS

Donations	\$22,797
Grants.....	5461
TOTAL28,258

2023 ATTENDANCE (PAID ADMISSION)

28-DAY TOTAL	5,755
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to 206 in 2023 and 238 in 2022. This was also our second season shifting to a (mostly) Saturday schedule for operations. Only one event was canceled in 2024 due to low advance ticket sales, and another simply did not perform to expectations, bringing in less than 100 people for the day. While those experiments did not work out, we were able to amortize costs over time.

2024 GROSS ADMISSIONS

Museum Admission.....	\$127,120
Cab Pass	830
Private Charters	870
TOTAL	\$128,820

2024 DONATIONS

Donations	\$23,440
Grants.....	15,000
TOTAL38,440

2024 ATTENDANCE (PAID ADMISSION)

28-DAY TOTAL	7,259
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Our museum continues to operate on a solid financial footing, investing in several capital projects over the course of the year and maintaining our consistent operating schedule. As we engage our marketing company to help better promote our events and try new combinations of promotions, we look forward to some modest growth in 2025. Thanks to Dave Peet for the data. 🙏

SEPTEMBER 2024: On September 3, Bill Marcotte welded a new bracket onto the mast for the BR&P/B&O “Stop” sign to support a kerosene signal lamp. Chuck Whalen and Rick Siebert installed primed hood doors on RG&E 8. John Talty and Ernie Cole added another coat of red paint to the folding doors for Rochester Subway Car 60, while Rand Warner and Dave Luca re-installed piping and accessories in the vestibule. Dale Hartnett assisted with clean-up in the shop by vacuuming the floor. Mark Bowen helped clean up and organize the northeast corner of the shop by assembling a new shelving unit. Jackson Glozer continued work on the Erie Stillwell coach removing rotted supports, wire wheeling rust, and priming exposed metal. On September 7, Mark Bowen and Otto Vondrak took off the window covers to open up Midway station for an event. Adam Lloyd placed spare trucks on the panel track in the Construction Yard. Charlie Marks installed new wooden frame members to support the front of Car 60. On September 7 we hosted our third and final Trains & Trolleys at Twilight of the season with NYMT. On September 8, Adam Lloyd, Joe Nugent, Mike Guglielmo, and Scott Gleason successfully swapped out the broken spring for a re-

placement on Conrail 21273. On September 10, Scott Gleason brought in crusher fines to level the surface alongside Sign Garden II, with help from Mark Bowen and John Talty. Rick Siebert worked on hood doors, while Chuck Whalen repaired and straightened steps on RG&E 8. On September 14 we hosted Princess Tea Party Train Rides, with performers from Royal Promise Productions. On September 16, Chuck Whalen was repairing and straightening steps on RG&E 8, while Rick Siebert worked on the hood doors. On September 20, we hosted a private charter for the Lakeshores Division of the Northeastern Region National Model Railroading Association as part of their “Lakeshores ‘24” convention activities. On September 21 we hosted Oktoberfest Rails & Ales Train Rides, along with more than a dozen local craft breweries. The next day, we hosted our Annual Members’ Picnic, including food and train rides over our museum railroad — plus a bonus LA&L “photo freight.” On September 24, Bill Marcotte helped Joel Poplawski with his repair to the fireman’s side door on USAX 1843. On September 28, we took part in the Rush Falls Festival, providing train rides in cooperation with NYMT.

OCTOBER 2024: Rand Warner orga-

nized parts and supplies inside Rochester Subway Car 60 on October 1. Several volunteers helped insert ties in the Hill Block on October 6, including David Kehrer, Peter Gores, Adam Lloyd, Emilia Connelly, Perry Bertsch and Scott Gleason. On October 8, Scott Gleason, Jeremy Tuke, Mark Bowen, and Charlie Marks helped spread a fresh layer of crusher fines on the walkway between Track 6 and 7 to raise up and level it out. Ernie Cole sanded and primed new windows made by Charlie Marks for Car 60. Jackson Glozer continued to wire wheel, prime, and paint exposed frame members on the Erie Stillwell coach. Otto Vondrak assembled the gateway area for the pumpkin patch in the Overlook on October 8. Your museum hosted Pumpkin Patch Train Rides on October 12 and 13. On October 15, Charlie Marks, Bill Marcotte, Rick Auburn and Ernie Cole worked on the front end fender of Car 60. Rick Siebert and Chuck Whalen continued work on the hood doors for RG&E 8. Rob Burz inspected and repaired the bungee ties holding down the plastic sheets that protect the Open Air Car and its passengers from the rain. Otto Vondrak repaired the base of a sign standard that had rotted out after 30 years of service. Joel Poplawski continued his re-



ABOVE: Volunteers putting the finishing touches on Sign Garden II in the Upper Yard in September.



ABOVE RIGHT MIDDLE: Our fun Princess Tea Party Train Rides on September 14, where children got to meet their favorite characters.



ABOVE FAR RIGHT: Three weekends of Pumpkin Patch Train Rides in October brought a strong finish to the regular operating season.



RIGHT: Significant work on Rochester Subway Car 60 included installation of the restored headlight by Rand Warner and others in November.



FAR RIGHT: The cab of Despatch 5 was removed and brought inside the Restoration Shop for evaluation and repairs on November 16.

RIGHT: Two weekends of Santa Train Rides closed out our operating season in December.

pair of the fireman's side door for USAX 1843. Your museum hosted Pumpkin Patch Train Rides on October 19 and 20. On October 22, Otto Vondrak applied vinyl graphics to utility truck C451. Rick Siebert and Chuck Whalen continued to sand, prime, and paint hood doors for RG&E 8. Rick Auburn and Bill Marcotte worked on measuring and cutting new wood parts for the front fender of Rochester Subway Car 60. October 26 and 27, your museum hosted the third and final weekend of Pumpkin Patch Train Rides. Thanks to our vendors Niagara Downunder for the petting zoo, The Crews Grill for great food, Moutaintop Kettle Corn for tasty treats, FCTT Hi-Railers for an excellent Lionel exhibit, and Jack Moore at Gro-Moore Farms for the all important pumpkin deliveries!

NOVEMBER 2024: On November 2, Sam Rosenberg, Mary Strodl, and Chuck Whalen got the heads on RG&E 8's No. 1 prime movers partially assembled. On November 5, Chuck Whalen painted the grilles for RG&E 8. Bernie Beikirch worked on the front fender of Car 60. Joel Poplawski continued his repair of the fireman's side door for USAX 1843. Jackson Glozer continued to remove rotten supports from the Erie Stillwell coach. On November 12,

Dale Hartnett, Dave Luca, and Rand Warner organized and cleaned up the interior of Car 60. Bill Marcotte, Charlie Marks, and Rand Warner sealed the frame and interior of the front of Car 60 before installing new sheet metal. A new pole was installed behind the shop for security lights and to provide outdoor electrical outlets. On November 15 and 16, several pieces of equipment were moved in the Upper Yard, the shops, and behind the shops. The cab of Despatch Shops 0-4-0T 5 was carefully removed and brought inside the shop. On November 19, Bill Marcotte and Rick Auburn installed the front fender on Car 60. Ernie Cole made repairs to several of our sign standards. Mark Bowen, Rick Auburn, Jeremy Tuke, and Bernie Beikirch wrapped a new tarp on Despatch 5. November 21 was our annual Members Slide Night and Elections held at the 40&8 Club. On November 23, Bill Marcotte installed the fender on the front of Car 60. Scott Gleason, Jim Johnson, Adam Lloyd, and Mike Guglielmo helped install lights and outlets on the new pole placed behind the shop. On November 26, Rand Warner hung the restored headlight on the front of Rochester Subway Car 60. Rick Siebert worked on sanding and priming hood doors for RG&E 8. Construction Dept. placed a new pole between Track 7 and 9 for lights and outlets. Brandi Marino decorated the Waiting Room.

DECEMBER 2024: Your museum hosted Santa Trains to the North Pole on December 6-7 and 13-14. Bill Marcotte fit a new piece of sheet metal to the motorman's side of Car 60. Erie Cole stripped the old rotten wood off one of our baggage carts as



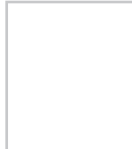
it is prepared for rebuilding. Bill Marcotte made a welding repair to one of our snow-pow attachments. Our Annual Holiday Party was hosted on December 20 at Industry Depot with food, friends, and train rides. On December 31, Chuck Whalen was polishing window frames for RG&E 8. Rand Warner and Dale Hartnett began removing the old floor inside Car 60. ❧

EDITOR'S NOTE: Of course it is difficult to document and credit every single task and volunteer who contributed throughout the year. If I missed you, it's because I didn't know about your work. Don't be shy and please let me know what you're working on in 2025 (better yet, provide photos). I apologize to anyone I may have overlooked during this very busy season. Thank you all for your contributions. —O.M.V.

COVER PHOTO: Livonia, Avon & Lakeville Alco S-2 72 performing its first test runs at the museum on May 17, 2024. This is the latest addition to our fleet of historic diesels. OTTO M. VONDRAK PHOTO



THE SEMAPHORE
 ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM
 P.O. BOX 23326
 ROCHESTER, NY 14692-3326



NEXT MEETING:
Feb. 20, 2025
 933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:
March 20, 2025
 933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm

2025 R&GV MUSEUM SCHEDULE

Please note dates and activities are subject to change.

Please visit our web sites at www.rgvrrm.org and www.RochesterTrainRides.com for details.

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| April 12 – LA&L 60th Anniversary Train Rides | Aug. 2 – Trains & Trolleys at Twilight: 2 |
| April 19 – Easter Bunny Train Rides | Aug. 9 – Donut Day Train Rides |
| May 10 – Mothers Day Train Rides | Aug. 16 – Ice Cream Trains |
| May 17 – Princess & Superheroes Train Rides | Aug. 23 – Train Rides (TBA) |
| May 24 – Rails & Ales | Sept. 13 – Princess Tea Party Train Rides |
| June 14 – Donut Day Train Rides | Sept. 20 – Oktoberfest Rails & Ales |
| June 21 – Ice Cream Trains | Sept. 27 – Rush Fall Festival (TBA) |
| June 28 – Train Rides (TBA) | Oct. 11-12 – Pumpkin Patch Train Rides |
| July 5 – Trains & Trolleys at Twilight: 1 | Oct. 18-19 – Pumpkin Patch Train Rides |
| July 12 – Donut Day Train Rides | Oct. 25-26 – Pumpkin Patch Train Rides |
| July 19 – Ice Cream Trains | Nov. 28-29 – Santa Train Rides |
| July 26 – Trucks & Tractors Train Rides | Dec. 5-6 – Santa Train Rides |
| | Dec. 12-13 – Santa Train Rides |

Full details and tickets at RochesterTrainRides.com