

NEXT MEETING:
February 19

Richard Jahn: The Four Corners of the Reading

2025 IN REVIEW

Much has been said about the challenges our museum faced in 2025, and our success in overcoming them. With the year wrapped up and the books settled, we can finally put some concrete numbers to our success and compare it to previous, more conventional years.

In 2025, through the hard work of our volunteers, we were able to increase our gross income by 23%, from \$204,876 to \$252,761. Despite rising costs for insurance, electricity, and effectively everything, we were able to keep expenses flat with an increase of only \$34.95 to \$225,536. This leaves us with a net income of \$26,509.01, a swing back to profitability after the net loss of \$20,625 in 2024. With this improvement in our financial performance we were finally able to close out our year with a bank balance back above \$200k. This brings us close to recovering from the almost \$140k loss we experienced in 2022, and helps put our museum on a much more stable footing.

With a solid year behind us, we look towards what we will accomplish in 2026. A draft of our 2026 operating schedule has been circulated, and is included on page 5. We are looking to approve this schedule, with a few small adjustments, at the Trustee meeting on February 5th. You may notice a reduction in the number of planned summer events relative to previous years. This is an intentional decision by the board, and we have moved in this direction for several reasons.

The first is a need to complete several repairs to our railroad. Last year's emergency work showed the drastic impact that deferring maintenance can have on our operations, and the stress that it can place on our volunteers. We intend to use time this summer to begin reducing our maintenance backlog, and to establish a regular program to address our maintenance needs.

There has been some concern over such lengthy closures, and the possibility of lost revenue. I want to assure you that the decision to forego our standard summer season has only been made after careful consideration. Summer has always been a tough time for our museum, as we compete for public attention against other events, summer vacations, and the weather. This hurts not just our attendance, but our museum's finances. In 2024, our last year with a full summer season, we had an average event income of -\$376.67 when all event costs were taken into account. It is obviously not essential that our museum turn a profit every time we open our doors, but it is important that as we design our schedule we respect the time of our volunteers and act as responsible stewards of our museum's resources.

Perhaps most importantly, our reduced summer schedule will allow our volunteers time to focus on the numerous projects going on around our campus. Restoration work in the shop, repairs to our facilities, and improvements to our exhibits are all important work that deserve consideration in our operating schedule. It is our hope that this schedule will not close the museum down for the summer, but instead make it a hive of activity, and that our volunteers will be able to enjoy their summers before the winter returns.

As always, I thank you all for everything you do for our organization, and for taking the time to read our newsletter. There are some exciting updates on Car 60 within, and I know we'll have more exciting news to share with you soon. If you have any concerns, or simply want to chat, please reach out to me at Charles.Rothbart@rgvrrm.org. If you have any questions or feedback on the schedule, or ideas for events, please email Events@rgvrrm.org. I hope everyone stays safe and warm, and I look forward to seeing you down at the museum soon.

Regards,
Charles Rothbart
President



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Subway Car #60 Progress Report

ROOF AREAS

Progress Rand has gotten two quotes from local shops on five replacement roof ventilator assemblies; however, both quotes were VERY expensive, so we will try to repair the existing five deteriorated units ourselves.

Plans Jackson Glozer will be looking at M.C.C. Technology Center on West Henrietta Road and possibly Edison Tech for new ceiling light globes. Before the car spends any time outdoors unprotected, we should get the roof either painted or coated with driveway sealer, preferably before our March to Midway celebrations. We still need to finish up the two vestibule roofs with the pie-sections of Galvaneel - Marcotte & Co.

MAIN BODY AREA

Progress Bill Marcotte, Kyle Loveland, Jacob Anderson, Karsen Nunn, and Aiden and Zachary Stewart have welded up all the areas at the rear corners of the car that needed TLC. Charlie Marks, Dave Luca, Dale Hartnett, Bernie Beikirch & Co. have removed all the old tongue and groove original flooring. Charlie Marks, Carson Nunn, Bernie Beikirch, Dave Luca, Ernie Cole, Glen Teeple, and Rand have prepped, primed, and painted all the lower insides of the body, new and repaired cross members, and all the T-section framing around the traction motor hatch covers. Bill Marcotte, Kyle Loveland, and Jacob Anderson have made up new T-section metal for the traction motor hatch cover framing. Charlie, Rick, Ernie, and Bernie are now installing the sub-flooring in the front half of the car. This is a tough job as it requires a LOT of shimming, etc. Rand has ordered white oak custom cut boards for the windowsills per specs from Charlie Marks. Rob Burz is helping with support on fasteners.

Plans Complete installation of sub-flooring in front half of car. Obtain and start installation of tongue and groove top flooring layer - Marks & Co. Make up and install and finish all window sills on both sides of car body - Marks & Co. Order and install insulation under windows on both sides - Rand. Figure out approach to soffits over side windows - Marks & Co.

REAR VESTIBULE

Progress Bill Marcotte has laid out all the steel structural elements that support the rear vestibule and the coupler swivel assembly, which is ready for welding. Charlie Marks, Rick Auburn, Ernie Cole, and Bernie Beikirch are rehabbing the four main verticals for the rear vestibule. Charlie Marks has already made up new thick and thin horizontals, and all new windows for rear end.

Plans Pre-Requisite - Lower car body off jacks onto front truck and install brake rigging - Rand & Co. Complete assembly of steel structure under rear vestibule - Marcotte, Rand & Co. Finish verticals and install, along with thick and thin horizontals - Marks & Co. Install floor joists for rear vestibule and procure and install tongue & groove flooring - Marks & Co.

UNDERBODY STRUCTURAL

Progress All cross beams have been addressed by Bill Marcotte, Kyle Loveland, Jacob Anderson, Aiden and Zachary Stewart, and Matthew Green. Great news: Bill Marcotte has determined that the front body bolster is re-usable "as is" without any repairs and welded its cracked attachment.

TRUCKS

Progress Front truck journals have been lubed by John Redden and Mary Strodl; same for gears on front axle. Complete truck assembly has been prepped, primed, and painted by Dave Luca, Dale Hartnett and Rand. Brakes have been looked at by John Redden and Peter Gores. Front gear case and cover have been located and preliminarily installed. Pete and Rand went out of town to pick up a wheel lathe attachment to true up the wheels to spec. Joe Nugent and Sam Rosenberg supplied a wheel gauge.

Plans Complete re-profiling of all four front wheels - Gores and Warner. Inspect rear truck wheels to determine if re-profiling is required and follow through - Gores & Warner. >

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Program Update

Our monthly meetings for the cold season are located at the 40&8 Club, 933 University Ave., Rochester, NY (across from Gleason Works). Doors open at 7:00pm, and the meeting begins at 7:30. Cash bar available. The evening program begins after a brief business meeting.

First Meeting of the Year:

January 15: Duncan Richards presents "From the Powder River to the Rockies and Beyond, a Forty Year Retrospective."

February 19: Richard Jahn presents "The Four Corners of the Reading."

March 19: David MonteVerde presents "The Dansville & Mt. Morris."

Please note that most meetings are streamed on Zoom!

—Dave Drury, Program Committee Chairman

Car #60 (continued)

ELECTRICAL

Progress John Redden has been all through the Control Group under the car, with a little help from Rand. He is rehabbing each of the eleven air-operated contactor assemblies, and checking out the solenoid valve, air cylinder, contacts, and arc chute for each one on a test fixture he built. Bill Marcotte has made up a replacement top cover for the Control Group Assembly and it will be prepped, primed, painted, and Glyptoled by John and Rand. Perry Bertsch has been buzzing out all the car wiring. Jim Johnson and Rand will supply special tapes for cable harness repairs; hopefully we will be able to salvage a lot of the existing heavy duty cabling in conduit. Jim Johnson and Mike Guglielmo completed their magic on front truck traction motors and they and Jackson Glozer, John Redden, and Rand checked them out as ok using Traction Motor Power Supply. Jim and Chuck Whalen have completed rehab of lightning arrestor assembly that goes on roof.

Plans Complete rehab of all 11 Control Group subassemblies - Redden & Co. Complete making of new brass fingers and installation of new brass fasteners - Rand & Co. Complete buzz-out of all wiring for traction motor control, MU control, and auxiliaries - Bertsch

PNEUMATIC

Progress John Redden has all components working.

Plans Complete repairs to broken piping at main reservoir. Complete work on brake stand and triple valve. Double check for piping leaks. Verify braking on both trucks - Redden.

MECHANICAL

Progress Motorman's gong and motorman's seat are ready for final installation per John Redden. Farebox assembly has been rehabbed by Kyle Loveland and is ready for final installation. Front plow snowboard has been rehabbed by Rand & Co. Rear swivel coupler assembly has been prepped, primed, and painted by Dale Hartnett and Rand.

Plans Install motorman's seat assembly and motorman's gong assembly before car body is lowered - Charlie Marks & Co. Install front snowboard plow assembly - Marks & Co. Install farebox assembly - Kyle Loveland and Rand.

THANKS TO ALL OUR HELPERS

- Charlie Lowe of NYMT
- Mary Strodl, John Redden, and Perry Bertch for electrical control system info
- Charlie Marks for getting quotes and picking up multiple sheets of sub-flooring plywood
- John Guglielmo and Otto Vondrak for suggesting and spearheading a Gala Fundraiser Event for our Subway Car #60 at the Dryden Theater
- Peter Gores, John Redden and Charlie Lowe for Krater Grease for traction motor gears
- Rand for picking up sheet brass finger stock and 24 gauge galvanized for roof ventilator repairs
- John Redden for copies of early historic technical writeup article on Car #60 from 1916
- Perry Bertch for notebook of info on trolley car traction motor and control components
- Ernie Cole for putting workbench-storage unit onto casters
- Dale Hartnett and Rand for several tool, flooring, and debris cleanups
- Fred Armstrong and his videographer for interviews and publicity' writeups and exposure for Car #60. >

Car #60 (continued)

COTTAGE INDUSTRY

John Redden for all the work on electrical and pneumatic components in his shop at home
 Charlie Marks for priming all the plywood for sub-flooring at home
 Ralph Mosher for offer to make four new door frames at his home shop

THANKS TO ALL OUR DEDICATED DONORS

Your generous donations make it possible for our dedicated volunteers to keep the restoration efforts moving ahead rapidly:
 2024 Bob Achilles, Andrew Austin, Charlie Marks, James Moore, Joel Richer, Joe Scanlon, Thomas Tischer, Kevin Yost
 2025 Ed Cohen, Ann Dozler, Phillip Huffsmith, Steve Huse, Dave Luca, James Moore, Donald Sullivan

WANTED

Original wiring blueprint info for Car #60 as originally built at Cincinnati in 1916.
 Car schematics for P & W interurbans at NYMT

VOLUNTEERS THIS QUARTER

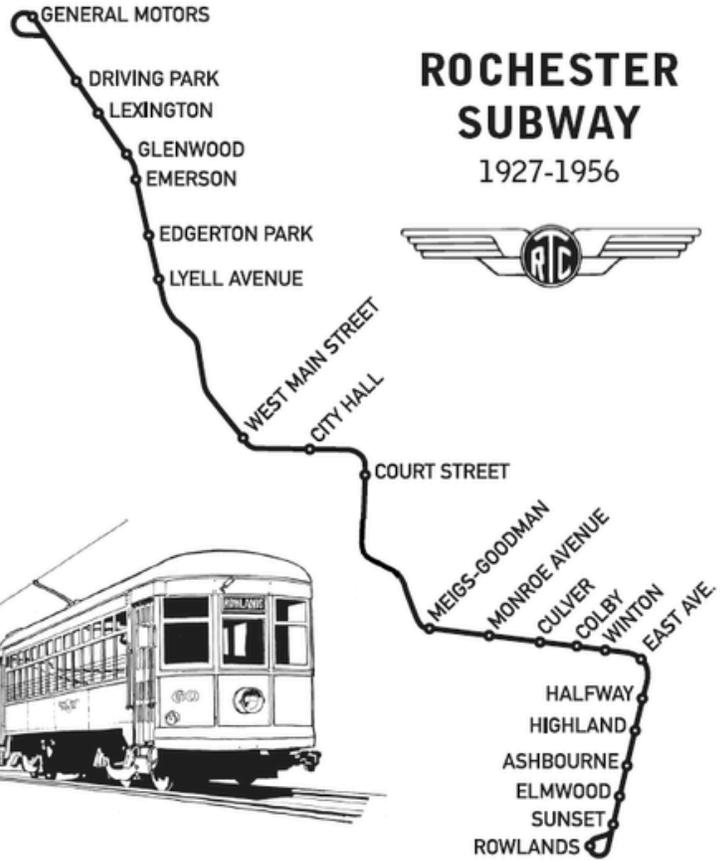
Anderson, Auburn, Beikirch, Bertsch, Cole, Gores, Green, Guglielmo, Harnett, Johnson, Loveland,
 Luca, Marcotte, Marks, Nugent, Nunn, Redden, Rosenberg, Strodl, Stewart, Stewart, Teeple, Tuke, Warner = 24 TOTAL
 That's Two Dozen!!

WELCOME TO OUR NEWEST TEAM MEMBERS

Aiden and Zachary Stewart, father and son, of East Henrietta
 Jack Swanson, son of long-time member Pete Swanson
 Jacob Anderson of East Aurora
 Matthew Green of Rush
 Karsen Nunn of Arcade

ONWARD AND UPWARD!!

—Rand Warner



Car 60 Outside - November 2024 - Otto Vondrak Photo

Updates from the Shop

RG&E 8: Mary Strodl and Sam Rosenberg continue to work on the locomotive's #2 air compressor. The compressor had been slow to build air. Work was recently completed on the high pressure side of the compressor, and the team is now focused on the low pressure side. Sam Rosenberg and Jim Johnson have been cleaning electrical contacts and making improvements to the locomotive's electrical controls. Sam and his team also reverse engineered a "mystery relay" which turned out to act as a generator field switch. They are going to connect a control panel toggle switch to the coil of this relay so that the engineer can disable the generator field for three step protection.

Erie 2103 Stillwell Coach: Wolfgang Fengler from FMW Solutions provided an engineering report on the car's condition. Charles Rothbart shared the report with Fred Stillwell, who in turn donated the amount the museum spent on the inspection. This report will be used to generate a comprehensive plan for the safe restoration of the car.

Lehigh Valley 211: Empire Radiator has provided a quotation for re-coring one of the locomotive's radiator panels, and Sam Rosenberg expects to secure additional quotations shortly. An attempt will be made to water or air test the fireman's side radiator panels to determine the extent of the damage.



US Army 1843: The control air reducing valve has been removed and will be sent to MSS for rebuild. Joel Poplawski is working on fabricating a new sheave for the hand brake chain, as the original component is missing.

- *Joe Nugent Mechanical Department*

A Note from Treasurer Charlie Marks: In Kind Donations

An "in kind" donation is where you are buying things for the museum and not asking for reimbursement but intending to use those deductions on your income tax return. They need to be relevant to the museum. If you are making an "in kind" donation, we are required to report it when filing our tax returns – 2024 tax return was the first time this was required if there was the intention to make a deduction. If not, then it doesn't matter. If you want to do this then there are a couple of things you need to do:

- Send me a copy of the receipt. This is the only way I'm going to enter it as a donation in Quickbooks. Verbal notification won't work.
- Keep the original copy for yourself
- Know that if you do this it will get reported to the IRS
- While we have a record of what you did, you need to keep your own records by what ever methods you choose to use.

Some other things around other types of donations:

- If you donate cash or goods with a known value greater than or equal to \$250, you will need an acknowledgement letter from us that the donation was made. You can make lesser donations and the IRS does not require an acknowledgement.
- If you donate equipment to us, we can give you an acknowledgment letter but it will not have a value attached to it. Value is between you and the IRS at tax time.
- Membership dues don't count as donations requiring an acknowledgement letter.
- Donations where you received something in return do not count unless you paid more than the item purchased was worth. Examples are things like buying candy, cookies, etc. as part of a fundraiser where part of the price would have been paid anyway for the product and the other part of the price was the fundraising money.



Snowstorm Switching - Charles Rothbart Photo

Tentative 2026 Operating Schedule

Great events help make our museum a success, but they are not possible without the work of our track department, everyone in the shop, and all of those working tirelessly behind the scenes to keep our museum running. This schedule was developed to respect the time and needs of all of our museum volunteers. By focusing on our most popular events, it will result in more total operating income while requiring fewer operating days. It frees up most of the summer for repairs to track, work in the shop, crew training, or simply for our volunteers to enjoy some time off, and it ensures that, when volunteers are called for events, their time is being used effectively.

The current draft schedule includes 26 operating days, with 6 days of Pumpkin Patch and 6 days of Santa Trains. Over the summer, where attendance is always lightest, we have left the schedule mostly open, with two dedicated work windows lasting over 4 weeks. This schedule also leaves space for innovation and new ideas, including our first Halloween-themed evening event, currently in the planning stages.

We are circulating this schedule looking for feedback from our Volunteers and Members. Please let us know what you like, and what you don't like. If you have suggestions for new events we can try, even if they don't fit our traditional format, please send them our way. Finally, we are working on some updates to our event management structure, so look for further updates soon on how you can get involved.

*Items marked with an asterisk are particularly tentative events or dates.

April 4: Easter Bunny Train Rides

May 9: Princesses & Superheroes

May 16: Rails & Ales

May 23: A Horse's Friend Train Rides*

June 27: Subway Day

July 11: Donut Day*

July 18: Trucks & Tractors

August 22: A Horse's Friend Train Rides*

August 29: Railfan Day

September 12: Princesses & Superheroes*

September 19: Rush Fall Fest

September 26: Rails & Ales

September 27: Member Picnic

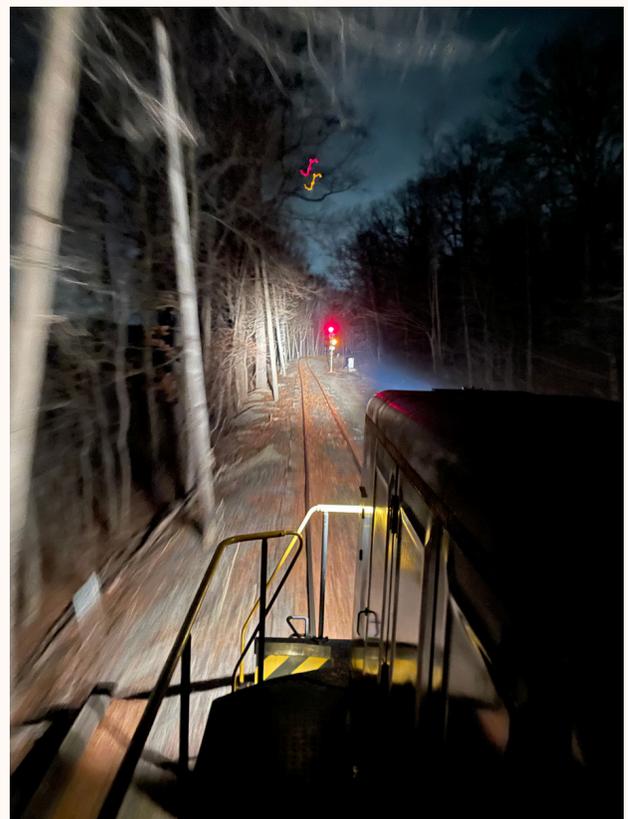
October 10-11, 17-18, 24-25: Pumpkin Patch

October 30: Pumpkin Patch—Halloween Edition*

December 4-6, 11-13: Santa Trains



Visitors at the Pumpkin Patch - Jackson Glozer Photo



Santa Train bound for the North Pole! - Gary Glozer Photo

Suggestions and Opinions

There were no suggestions sent in for The Semaphore this month. So, I repeat my proposal!

One amazing thing about this Museum is that it has a lot of smart people with a lot of great ideas. If you have a suggestion or opinion that you would like to share with the membership, submit it for consideration by emailing semaphore.committee@rgvrrm.org. Be sure to specify if you would like your suggestion to be credited to you or anonymous. If the suggestion or opinion is one that comes up a lot, or one that seems interesting or useful, we'll publish it.

Here are some examples of suggestions that we might receive, and an explanation of whether this would be published or not.

"The Museum bylaws should be revamped to specify who can vote and who can't." → This has been suggested by multiple people and we would definitely include this.

"The Museum bylaws should specify that only adults can vote." → I personally don't agree with this, but we would include it because it is an important thing to consider.

"The Museum should have a table at local train shows." → Great idea, we'll include it!

"Thanks to Brandi for running the store, she does a great job!" → Sure! We encourage notes of appreciation or encouragement.

"The Museum should have a bathroom in the restoration shop." → We might include this one with an editor's note that this would be very expensive due to the lack of a sewer system.

"The Museum should give free admission to anyone who likes trains." → This is not reasonable and we would not include this suggestion.

"The Museum should hold a sack-race competition each summer." → We might not include this one because it is not relevant to the Museum's mission.

"The Museum should acquire an alien spaceship for its collection." → If it makes me laugh, I'll probably include it.

"Jackson Glozer needs a haircut." → This could be interpreted as mean and a personal jab to both Jackson and the person who cuts his hair, and we would not include this.

We hope this gives folks a way to voice their thoughts and feel more empowered as members of the museum. What do you think?

—Madi Murphy, Semaphore Editing Team

Upcoming Events

Next Member Meetings

February 19
March 19



LAL Road Train at Golah Rd- 1/26/26 - Jackson Glozer Photo