

NEXT MEETING:
March 19

*David MonteVerde presents
"The Dansville & Mt. Morris"*

It's Rules Class Season

The 2026 Rules class will be held on **Saturday, March 21st at the 40 & 8 (933A University Ave, Rochester, NY) starting at 8:00 AM.**

Rules Class will also be available via Google Meet for those unable to attend in person, and due to capacity constraints at the 40 & 8.

Rules Class will consist of three parts:

PART ONE: SAFETY

For ALL VOLUNTEERS, regardless of 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 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.

Important Notes:

- Expect the first part to take the longest
- If you are staying for all three parts, class will run to at least 3pm
- Be sure to bring a writing utensil
- If you have attended previously, bring your materials
 - There are no significant changes to paperwork
- If you are new, please bring a three-ring binder for the material
 - All material is three-hole punched and it will help keep it safe and organized.

How to Sign Up:

Email Operations@rgvrrm.org

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Photo by Jeremy Tuke



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Track Project Outline

In 2024, the museum was awarded a grant from the New York State DOT's Passenger & Freight Rail Assistance Program, totalling \$285,000 in state-guaranteed funding. In 2025, we started to utilize this grant by paying for stone, culvert materials, and track bolts necessary to complete the washout repair. This year, the track team plans to continue leveraging these funds to improve our track and site infrastructure.

The aforementioned work will include the following and will take place in several specific work windows throughout the season. This was done to allow for the continuation of the majority of our usual events, while not imposing any undue pressure on our volunteers doing the majority of this work.

3/11 – 4/1: Track 9 Rail Replacement

Last year, at the end of the season, it was discovered that a section of rail between switches 7 and 9 had developed a break at the location of one of the joint bar bolt holes. A section of the correct 80lb Dudley rail has been graciously donated by Genesee Valley Transportation, and cut specifically to fit that section.

3/11 – 5/25: Preparation for Surfacing

At the beginning of June, Tartaglia Railroad Services will be on the LAL doing surfacing work, and have graciously offered to spend a few days before that job working for us. This will save us thousands of dollars in mobilization costs, which we will be able to utilize for future track projects. Before their arrival, we plan to:

- Perform spot tie replacement
- Purchase, stage, and eventually dump stone along the right of way
- Complete any track bolt replacements leftover from last year

Look out for an email from the Track Team in the coming months announcing specific work days and how you can help!

5/25 – 6/1: Surfacing

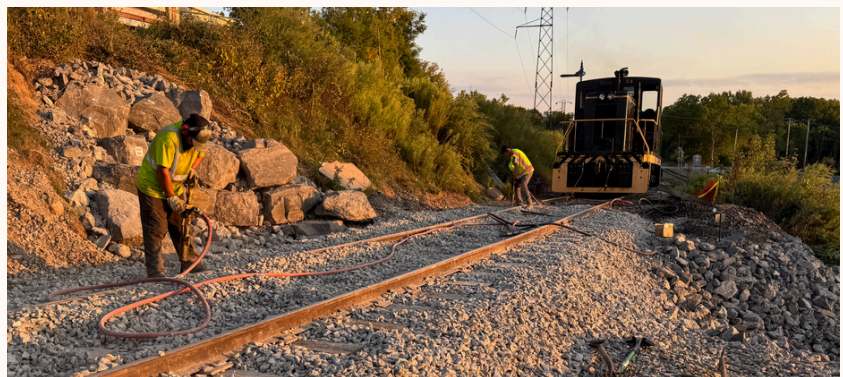
After the necessary prep work is complete, the upper yard and the entire mainline down from Midway through the Hill Block to the points of switch 5 will be surfaced.

7/25 – 8/15: Track 4 Stabilization

Once the railroad has been surfaced, spot repairs will take place on track 4 in the lower yard. This will be done to replace ties and correct the wide gauge. The hillside area near switch 5 will also be addressed, as well as cleaning out the culvert that runs under switch 5.

All together, the budget for this year's projects is \$25,000. With careful planning and selection of materials and contracts, 90% of that cost will be reimbursed by our state grant. If you have any further questions or want to help on specific tasks you are interested in, please reach out to track.team@rgvrrm.org.

Thank you! —*Jackson Glozer*



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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.

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

April 16: Devon Lawton presents “Trackside on Conrail, including its Last Day”

May 21: John Taibi presents “NYO&W Railroading in the Stockbridge Valley”

Please note that most meetings are streamed on Zoom!

Notice: We are looking for new members for the Programs Committee and the Trips Committee. Please email trustees@rgvrrm.org if you’re interested or want more information.

—Dave Drury, Program Committee Chairman

Subway Gala

June will be a special month at the museum as we mark the 70th anniversary of the end of Rochester Subway passenger service and celebrate the 110th birthday of Car 60, the last surviving car from the Rochester Subway! The festivities begin on Sunday, June 21, with the Rochester Subway Gala at the beautiful George Eastman House. This 1950s-themed evening of classic cocktails, cinema, and local history will include time to explore the Eastman mansion and exhibits before a private screening of “End of the Line 2.0” in the historic Dryden Theatre, followed by a moderated Q&A with the film’s producers. Period “Mad Men”-style attire is encouraged for those who want to fully embrace the era.

Most importantly, all net proceeds from the evening will directly support the restoration of Rochester Subway Car 60, now undergoing a multi-year rebuilding effort in our Restoration Shop. This gala will generate significant funding for the restoration of Car 60, attract new corporate partnerships, and introduce our community to the important volunteer work happening at the museum. We encourage our members to show their support by purchasing tickets early and inviting friends and family who share an interest in Rochester history, preservation, and a memorable night out.

The celebration continues on Saturday, June 27, with Rochester Subway Day at our campus in Industry. This event will feature special exhibits on the history of the Rochester Subway, as well as the opportunity to ride on our vintage diesel trains, explore the largest collection of preserved railroad equipment in New York State, and view our progress as we work to bring railroad history back to life! It’s a wonderful opportunity to share our progress with the community and welcome new visitors to the museum.

Tickets for the Rochester Subway Gala are \$125 per person and are on sale now. Your ticket includes one complimentary drink, a substantial cocktail reception with hearty hors d’oeuvres, access to the mansion and grounds, the documentary screening, and the Q&A session that follows. Rochester Subway Day activities on June 27 are included with regular museum admission. For details and ticket reservations, visit www.RochesterTrainRides.com. We hope you’ll join us in celebrating the history of the Rochester Subway and helping move this important restoration forward!

—John Guglielmo, Gala Event Chairman





RG&E 8 at Midway on a test run — *photo by Mary Strodl*

Built in 1967, our RGE 8 GE 110 tonner center cab switcher is the RGVRRM's youngest locomotive. It should have the capability to handle heavy switching tasks that we might typically assign to our 1000 HP ALCO 539s or the 1200 HP FM 1843 on a year-round basis. A significant part of the motivation for having the 8 overhauled and operational is that it can be an all-season runner for public operations and switching, and will enable us to be able to remove the RGV 54 from service for maintenance and take pressure off the mechanical department when issues do occur.

As built, the 8 was equipped with a pair of Cummins NHS-6-B diesel prime movers. It is currently powered by a pair of Cummins 855s with turbos.

The 8 spent the first part of its career at GE's plant in Pittsfield, Massachusetts, and from there spent time at the Berkshire Scenic Railway in the mid 1980s, when they were offering public operations on a stretch of the Housatonic Railroad between Lee and Great Barrington in the Berkshire Hills of western Massachusetts. After Berkshire Scenic, the 8 went to Rochester Gas & Electric's Russell Station power generating plant, and then upon the closure of the coal-fired power plant, the locomotive came to our museum in Industry in 2008.

The locomotive was operational when it arrived, but there were a number of issues that required attention. The air reservoirs were not in good shape; there was a significant amount of corrosion, especially in the lower portions of the cab and in the air brake compartment; and the resistor panels located in that compartment were severely corroded.

Not long after arriving at the museum, volunteers removed the air brake system valves and had them serviced, installed new air

reservoirs, and removed bad traction motor and generator brushes. Volunteers had also installed a modern Ajax hand brake, and removed a significant amount of corroded material from inside and beneath the cab. Unfortunately, water infiltration via the exhaust system occurred and the heads from the #1 engine had to be removed.

Work on the current phase of RGE 8's restoration began in earnest at the very end of 2021/beginning of 2022, after completion of the restoration of our Lehigh Valley 95100 caboose. Bill Marcotte and his metal shop helpers replaced badly corroded exterior metal and corroded angle irons beneath the cab. Most of the severe corrosion was located in the lower portions of the cab. Chuck Whalen wire wheeled and needle scaled the air brake compartment beneath the cab and spent several months in the restoration shop's pit where he wire wheeled, needle scaled, primed and painted the entire underside. While the 8 was over the pit, we replaced several broken traction motor suspension bolts. The air brake compartment received a coat of primer followed by a light-colored topcoat to aid in visibility within the compartment. In late 2022, pipe fitting work commenced within the brake compartment to replace portions of the air brake piping that had been badly corroded and to remove some obsolete accessory components not part of a standard 14 air brake system.

Air brake pipe fitting continued in the first part of 2023. Mary Strodl joined the restoration team in 2023. She quickly developed pipe fitting and air brake system expertise, and by the end of the summer, the air brakes were functioning again and slack adjustments were made for each brake piston. Towards the end of 2023, the 8 was again positioned over the pit so that Mike Guglielmo and Jim Johnson could start inspecting and cleaning out the traction motors. Chuck Whalen removed and cleaned the traction motor blowers for each truck. >

RG&E 8 (continued)

In early 2024, Chuck Whalen installed new perforated sheet metal for the cab interior walls and Sam Rosenberg started work rebuilding some of the badly corroded and deteriorated resistor panels. New modern power resistors were selected to restore bright/dim functionality for the headlights. After much research and discussion on coolants, we removed the newer organic acid OAT type of coolant that was in the engines and replaced it with more a more traditional inorganic acid IAT product, since the 8 has older cooling system components and radiators. Mid-year, Chuck Whalen, with help from Mark Bowen, began the task of removing all the engine compartment doors. Then, Chuck led the effort of straightening the doors to eliminate warping that had occurred over time, and removing the upper layers of paint, some of which was poorly adhered to lower layers. Mary Strodl and Chuck Whalen re-piped the air accessories, specifically for the bell and air horn, and removed mud wasp material clogging some of the sander piping.

Mike Guglielmo and Jim Johnson rewired the engine block heaters in preparation for being able to start the #2 primer mover in early 2024. After receiving new coolant hoses and coolant, with a jump start from the LAL 72, the #2 engine was fired up in late August of 2024 for the first time in over 15 years. After a successful firing of the #2 engine, we discovered that the oil pressure sender piping was corroded and would need to be replaced. After making a mess in our freshly painted air brake compartment, we opted to replace the oil pressure senders on both engines with modern electronic senders. Mary also replaced the original steel compressor governor piping with copper.

Towards the end of 2024, we started work on replacing the heads on the #1 engine. Joe Nugent sourced rebuilt heads and rebuilt fuel injectors. We spent the winter working on the new the heads and injectors and performing valve and injector adjustments. The adjustments required sourcing some special tools and dial indicators. Head work and valve and injector adjustment took most of the winter of 2024-2025.

We determined that the root cause of the water infiltration into the #1 engine was due to an upper exhaust pipe connecting to the inside of a lower section, instead of the other way around. With a garden hose sprayer simulating rain, we were able to see that water was able to infiltrate this coupling where a small diameter pipe lead into a larger diameter pipe. Since there were not exhaust piping fittings available to have the upper section fit over the lower section, we ended up welding the two sections together to ensure we would not have a repeat of the water infiltration issue.

Once we had the heads reinstalled, we replaced the coolant hoses on the #1 engine and filled the cooling system with IAT coolant and new engine oil. In early March of 2025, we were able to successfully start the #1 engine for the first time in approximately 16 years.

Near the end of the summer of 2025, extensive work was done to prepare the exterior for painting before the weather turned on us. After many weeks of final paint prep led by Chuck Whalen, the locomotive was primed and top-coated with Axalta Imron to return

the 8's appearance to the GE "demonstrator" red that it wore while in Pittsfield. Additionally, just as it was becoming too cool to be able to work with window gasket rubber, we were able to get a crew from Pleasant View glass to re-install the cab windows and door glass. Some members of the Pleasant Valley crew were already familiar with the locomotive, as they had previously worked on both the RGE 8 and RGE 41 to repair broken windows while the locomotives were in service at Russell and Beebe Station, respectively.

The winter of 2025–2026 was spent rebuilding the air compressors for each engine. We were fortunate to find a company that was able to supply us with gaskets, springs, and piston rings for the Gardner Denver ADS series compressors that were currently in the locomotive. The original air compressors had been Gardner Denver ADO series, which can move significantly more air per stroke than either the ADS compressors currently in the locomotive or the AVLAL compressors used in the RGV 54. So even though we have overhauled both air compressors, the RGE 8 will be capable of building air as fast as the RGV 54.

In late February 2026, we took the 8 out of the shop and ran it up the hill block for the first time since its arrival 16 years ago. It performed well climbing the hill and we did not end up with too many additional items to add to the punch list.

We were very fortunate to have a dedicated restoration team. Chuck Whalen put in countless hours wire wheeling, needle scaling, priming and painting the cab, chassis, trucks, underside, engine room doors, radiator housing, and various other areas of the locomotive. Included in Chuck's efforts was a stint of several months spent in the pit removing corrosion and priming and painting the underside. Mary Strodl did much of the pipe fitting, air brake, and accessory piping work with some help from Rob Burz, along with the head work and air compressor overhauling. Chuck Whalen did some of the accessory piping, cab interior insulation and perforated sheet metal and conductor's bench installation. Jim Johnson and Mike Guglielmo rewired the block heaters, installed new traction motor and generator brushes, added emergency fuel cutoff wiring, added modern LED lighting for the interior of the electrical compartment, and rewired the cab radio. Jim Johnson also methodically cleaned and serviced the controller contact arms. Chuck Bell did the exterior painting. Bill Marcotte did much of the metal work, including cutting off the bottom of each of the pilots to meet the CFR specification for minimum height between the railhead and pilot. Mike Walsh did the pipe fitting for the new air reservoirs. Rob Burz did the bulk of the work on the hand brake conversion from side winder to AJAX. Last, but not least, Joe Nugent provided an immeasurable amount of assistance, advice, and know-how throughout the entire restoration process.

We also received the following grants, which helped make this work possible:

- 2010 Amherst Railway Society grant for a total of \$1863.00 to fund the replacement of one of the two main air reservoirs
- 2010 NRHS Heritage Railway Grant for a total of \$1500.00 to fund the replacement of one of the two main air reservoirs
- 2013 Amherst Railway Society grant for a total of \$2,318.00 to fund paint work.

—Sam Rosenberg and Joe Nugent

Updated 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 following event schedule has been modified slightly from the one published in the previous edition of The Semaphore. Unfortunately, we are unable to collaborate with A Horse's Friend on May 23, so we are looking for suggestions for an event to run on that day. Finally, we are working on some updates to our event management structure, so look for further updates soon on how you can get involved.



Artwork on the depot chalkboard by Jeanne Glozer

- April 4: Easter Bunny Train Rides
- April 11: Conrail Day
- May 9: Princesses & Superheroes
- May 16: Rails & Ales
- June 27: Subway Day
- July 11: Trains and Trolleys at Twilight
- July 18: Trucks & Tractors
- August 22: A Horse's Friend Train Rides
- August 29: Railfan Day
- September 12: Trains and Trolleys at Twilight
- 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



Suggestions and Opinions

If you have suggestions, comments, compliments, or concerns about The Semaphore or the Museum in general, send them to semaphore.committee@rgvrrm.org with “Suggestions” (or similar) in the subject line. Be sure to specify if you would like your comment to be anonymous. Let’s spark discussions and create community!

This week, we received our FIRST EVER suggestion via this mechanism.

“Just for the record, I think you all do a great job! Thanks and keep up the good work.”
—Paul Statskey

Thank you, Paul! We try!

Editor’s Corner

Thank you to the folks who have reached out with messages of support for our team at The Semaphore. As with any volunteer work, it is a labor of love — for Jackson, a love of trains, and for me, a love for exterminating typos. And for any typo I let slip by me, I deeply apologize. Again, unpaid labor of love, etc.

I want to thank everyone who writes to us with updates on Museum goings-on. (Sam Rosenberg, you are the MVP!)
THANK YOU!

If anyone wants to send us an update, an informational article, or a photo you’d like to see in the Semaphore, send them to semaphore.committee@rgvrrm.org.

(Please, do not submit AI-generated content! No one wants to read what the robots write. We want to read what YOU have to say!)

Also, please feel free to submit jokes (opposite) because I just made that one up and I’m not sure I can top it.

—Madi Murphy, Semaphore Editing Team

Here’s a Train Joke

What did the locomotive say to his son when he was eating his dinner too fast?

(Answer below)

Upcoming Events

Member Meetings

March 19

April 16

Easter Bunny Train Rides:

April 4

Conrail Day:

April 11

Answer: “Choo! Choo!”

