

THE

SEMAPHORE

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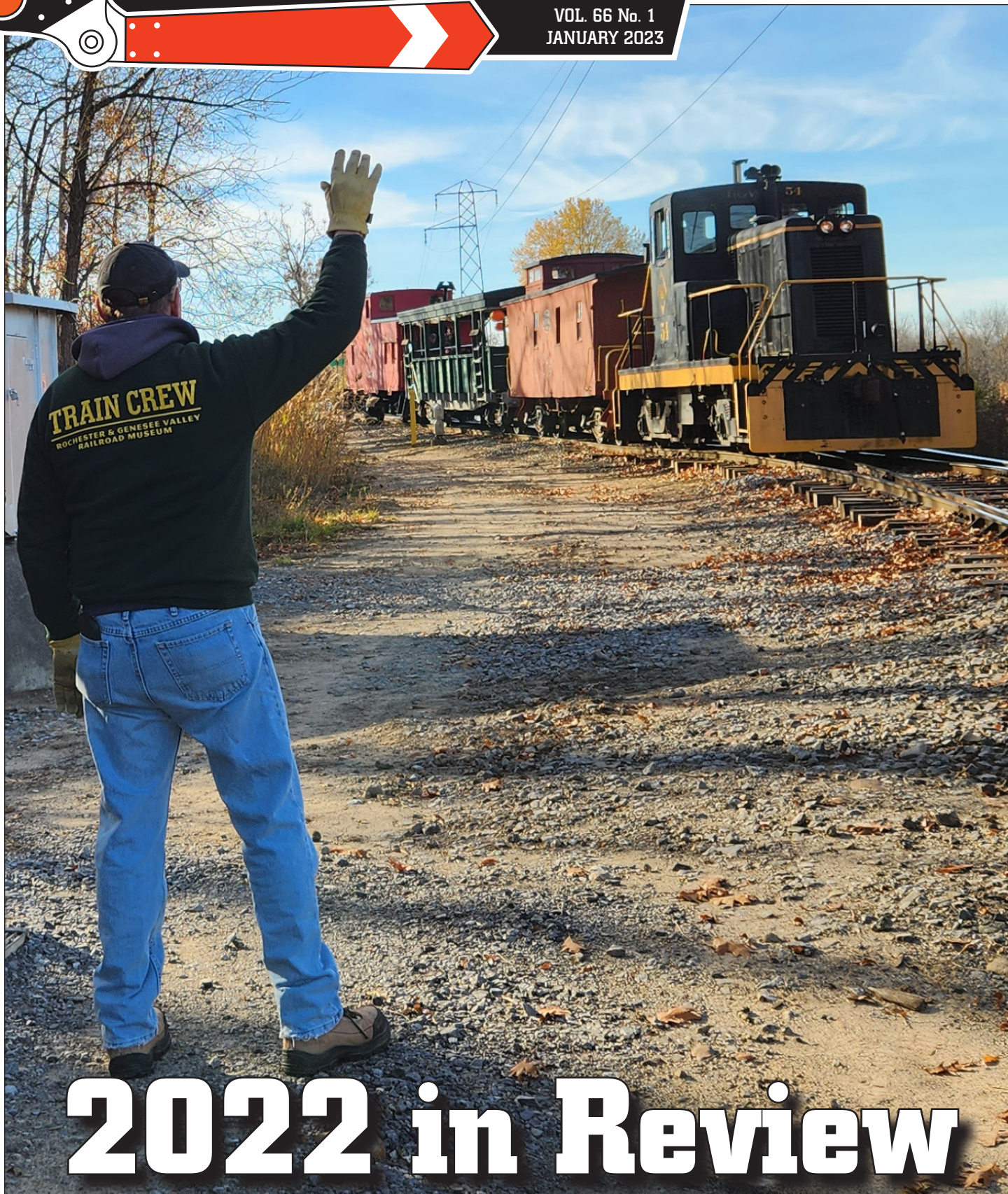
NEXT MEETING:

February 16

Steve Boerner presents

"Historical Landscapes

from the Erie Canal"



2022 in Review



www.rgvrrm.org

MUSEUM OFFICERS

President

Otto M. Vondrak
(585) 820-2341
ovondrak@yahoo.com

Vice President

Peter Gores

Treasurer

Dave Peet

Recording Secretary

David Kehrer

Corresponding Secretary

Jeremy Tuke

Trustees

David Kaiser
Dana Fuellhart
Bill Marcotte
Charlie Marks
David Monte Verde
Joe Nugent
David Shields



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EDITOR

Otto M. Vondrak
ovondrak@yahoo.com

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Dave Peet

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DUNCAN RICHARDS PHOTO

Message from the President

As museum president, I am obsessed with watching the bottom line. From the business standpoint of pure numbers, attendance and revenue were both down slightly in 2022. On the other hand, we accomplished several major goals that will help us advance our preservation mission, including the completion of the shop floor and the establishment of permanent workshop areas for woodworking, metal, and electrical, as well as more space to work on our fleet of heavy construction equipment. Improvements like these can be difficult to appreciate in the short-term, but in the long-term it means more fresh paint on cars, more efficient inspections and repairs to equipment, and more volunteers being able to do what they enjoy.

I would be lying if I said I wasn't disappointed with our results of the public operating season, especially since we came off our best revenue year ever in 2021. Many factors came into play, such as the cancellation of our steam event in August and the Santa Trains in December, coupled with increased competition from area attractions. Our volunteers gave it their all, but we're need to redouble and refocus our marketing efforts if we're going to grow our business in 2023.

Noticing a trend in our average attendance reaching a plateau over the last few years, tied in to many visitors demanding an expanded schedule, we're trying something new this season. Being open one weekend a month for special events was a great way to build up our audience, the time has come to take the next step in our development. In 2023, we'll be open three Saturdays

a month, with the exception of October when we'll be open three weekends to take full advantage of fall foliage season. The number of total operating days more or less remains the same, but by eliminating Sundays we reduce weekend burnout from our volunteers, and help spread some of the profit and loss over a greater amount of time. See the back cover for the new operating schedule (which also includes museum member events).

As president, it's my job to work with our department managers to determine the best use of our resources to accomplish our mission of historic railway preservation. It's also my job to listen to our members and volunteers and come up with the best path forward. We have great plans for the coming year, making progress on our various projects, and getting ready for an exciting season of events. Your membership support is more important to us than ever. Whether you volunteer in person, make donations to your favorite project, or simply send in your membership dues, it all counts! Together, we can meet any challenge. More importantly, we have the tools to build upon our strong past to get us ready for the future. For your museum, that means more trains, more exhibits, more activities, and more fun!

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) 820-2341 or by email at ovondrak@yahoo.com. I look forward to hearing from you!

—Otto M. Vondrak, Museum President

MUSEUM CONTACT INFO

MUSEUM PRESIDENT

Otto Vondrak
(585) 820-2341 ovondrak@yahoo.com

BUILDINGS & GROUNDS SUPT.

Charlie Marks
(585) 637-4271 cmarks@frontiernet.net

MECHANICAL SUPT.

Joe Nugent
(585) 944-1047 joe.r.nugent@gmail.com

OPERATIONS SUPT.

David Scheiderich
(585) 301-1019 boblenon@gmail.com

TRACK AND RIGHT-OF-WAY SUPT.

David Kehrer
(585) 576-3843 dkehrer1@gmail.com

CONSTRUCTION SUPT.

Jeremy Tuke
(585) 350-9524 jktuke@gmail.com

EVENTS MANAGER

Otto Vondrak
(585) 820-2341 ovondrak@yahoo.com

MEMBERSHIP CHAIRMAN

Sam Rosenberg
alco251@frontiernet.net

PROGRAM COMMITTEE CHAIRMAN TRIPS COMMITTEE CHAIRMAN

Dave Drury
(585) 943-1520 ddrury2@rochester.rr.com

UPCOMING MONTHLY PROGRAMS

As long as conditions allow, in-person meetings return to 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.

On **February 16**, Steve Boerner will present "Historical Landscapes Along the Erie Canal" about his project to create a realistic 3-D recreation of the area around Adam's Basin in 1916, including the Rochester, Lockport & Buffalo interurban.

On **March 16**, we welcome publisher Rudy Garbely, who will present "From Concept to Bookshelf: The History of the Delaware & Hudson from Research to Publication." Rudy will discuss his latest sold-out book project, "Delaware & Hudson, The Final Years: 1968-1991."

On **April 20**, member Mark Charles will present "Lehigh Valley Steam in Ithaca" recalling the LV steam era around the Finger Lakes in numerous photographs.

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

—Dave Drury,
Program Committee Chair

WELCOME OUR NEW TRIPS COMMITTEE CHAIRMAN

Please welcome **Dave Drury** as our new Trips Committee Chairman, taking over from the retiring Dave Shields. We're looking forward to offering a few day trips for our members to get us back into the swing of things, so please don't be shy with your suggestions (and your offers of assistance). His contact info can be found at left.

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 4 ANNUAL RULES CLASS

Our Annual Rules Class will take place **Saturday, March 4, 2023**, at the 40&8 Club, 933 University Ave. 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 1.

—David Scheiderich, Operations Supt.

DESPATCH SHOPS 0-4-0 No. 5 UPDATE

Our contractors completed the asbestos remediation from the boiler of Despatch Shops No. 5 at the end of December. We are waiting for favorable weather to schedule equipment operators to move DSI 5 from its long-time home in Henrietta to our museum campus in Rush. Thanks to all the volunteers who worked hard to get the engine ready for movement. —Peter Gores

PENN CENTRAL CABOOSE REPAIRS

The majority of repairs have wrapped up inside the Penn Central transfer caboose. Subfloor and floors have been repaired and replaced at both ends of the car, new wall panels installed and painted, new steel tread plates installed at both end doors, and a replacement closet door (salvaged from another Class N-11e caboose that was scrapped a few years ago) was installed and painted. Ernie Cole has built three new benches to provide additional customer seating. In the spring we will sandblast, seal, and paint the roof to complete the job. Thanks to all the volunteers who contributed including Rick Auburn, Mark Bowen, Bill Marcotte, and Ernie Cole.

—Charlie Marks, Project Mgr.

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 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 \$13.00 (\$15.00 for non-members). Please contact our Membership Chairman **Sam Rosenberg** (contact info at top of this page) if you have questions. ☺

PHOTOS FROM 2022 ARE POSTED ON WWW.FLICKR.COM/RGVRRM

2022 in Review

JANUARY 2022: The sink was installed inside our Lehigh Valley caboose 95100 on January 4. Otto Vondrak presented Rochester Subway photos from the Tom Kirn collection at our January 20 meeting. Charlie Marks made repairs to the subfloor inside Penn Central caboose 18526 on January 22.

FEBRUARY 2022: On February 12, Bill Marcotte made a welding repair to the handrails on RG&E 8 to accommodate the new position of the handbrake. Chuck Whalen and Sam Rosenberg installed the oil stove and toilet (non-functioning) inside LV 95100, while Rob Burz plumbed a new air line for the conductor's emergency valve. Tim Gifford and Scott Gleason helped relocate some equipment on Track 9 South. Jeremy Tuke constructed a new workbench in the Construction Dept. area inside the Restoration Shop. Duncan Richards presented a show about the Delaware & Hudson salt trains that operated over trackage rights on the Genesee & Wyoming at our February 17 meeting. On February 19, a train crew consisting of Jeremy Tuke, Otto Vondrak, David Kehrer and Jackson Glozer move our Lackawanna m.u. car into the shop to prepare it for movement off-site. Chuck Whalen painted some grab irons inside the LV caboose on February 22. Charlie Marks helped take down the Christmas lights around Industry Depot. Bill Marcotte welded in new supports under the cab of RG&E 8 to replace ones that had rotted out. A new fuel oil tank was installed inside the LV caboose on February 26 by Chuck Whalen, while Jeremy Tuke installed some kerosene wall sconces. Tim Gifford and Scott Gleason performed maintenance on the Bobcat Skid-steer, and used it for various clean-up projects around campus.

MARCH 2022: Sam Rosenberg and Chuck Whalen fit the gasket for the fuel filler on the outside of LV 95100 on March 5, while Rob Burz continued plumbing a new air line for the conductor's emergency valve. Bill Marcotte cut and fit new steel panels to repair exterior body damage on the cab of RG&E 8. Dale Hartnett applied paint stripper to wooden trim components



ABOVE: Our ex-DL&W m.u. car was moved into the Shop on February 19 to prep it for shipment back to New Jersey. JACKSON GLOZER PHOTO

RIGHT: Adam Lloyd, Rick Auburn, Bill Marcotte, and Scott Gleason all pitched in to help clean up and organize the south end of the Restoration Shop on March 5.



BELOW RIGHT: With Chuck Whalen and Sam Rosenberg riding the rear platform, Lehigh Valley caboose 95100 officially joined the active fleet when it was pulled from the Restoration Shop on March 12.



of Rochester Subway Car 60. Adam Lloyd, Rick Auburn, Scott Gleason, Bill Marcotte, and Otto Vondrak helped clear materials from the south end of the shop and storage items onto the pallet racking. A train crew consisting of Justin Carmona and Otto Vondrak helped move our NYC coach back to the West Siding, with the assistance of the LA&L on March 6. Bill Marcotte welded new body panels on the cab of RG&E 8 on March 7. Chuck Whalen painted the new fuel tank inside the LV caboose, and completed the installation of the gasket for the fuel filler on March 8. Adam Lloyd, Scott Gleason, and Tim Gifford cleared out a new parking area in the Construction Yard for heavy equipment, and also removed an old storage trailer from the area behind the Restoration Shop known as "The Dip." Jeremy Tuke coordinated delivery of a new garden shed placed in our parking lot to help us store and consolidate our landscaping tools. on March 10. A train crew consisting of Jeremy Tuke, Otto Vondrak, and David Gwilt pulled LV 95100 out of the Restoration Shop on March 12, official-

ly placing the car in our active fleet. Adam Lloyd used the Case backhoe to carefully move Car 60 to the north end of Track 7 inside the Shop. Tim Gifford, Scott Gleason, and Adam Lloyd cleared stored materials from around the Plymouth BL locomotive so it could also be moved north. This helped clear the area so machine tools and other items could be temporarily relocated to prepare for the next section of concrete floor on the west side. On March 19, a train crew rearranged some of the cars in the Upper Yard. Rick Auburn, Tim Gifford, and Charlie Marks helped Jim Johnson temporarily relocate the electrical workshop area from the southwest corner of the Shop to prepare for the next concrete pour. The CL&P Heisler and WA&G snow plow were moved a few feet north on Track 7 South so that some additional panels could be added

to the south end by Scott Gleason and Adam Lloyd. On March 22, Track & Right-of-Way Supt. Dave Kehrer met with contractor Scott Symans to determine scope of tie replacement scheduled for the spring. Bob Cowan and Peter Gores greased BNY 12 to prepare it for its short trip out the south end of the Shop. Scott Gleason used the Bobcat mini-excavator to level the dirt on the west side where the concrete will be poured. Annual Safety Rules Class was coordinated by Operations Supt. David Scheiderich on March 26. Scott Gleason, Adam Lloyd, Bill Marcotte, and Rick Auburn helped complete the two-panel extension of Track 7 South. On March 29, train crew consisting of Peter Gores and Otto Vondrak delivered railroad ties to the work sites along the shared museum railroad, with help from Scott Gleason, John Redden, Rick Auburn, and Kurtis Hooey. Jeremy Tuke arrived later, and the Upper Yard was rearranged to put RG&E 41 on the work train. Buildings & Grounds Supt. Charlie Marks installed the forms for the concrete floor on the west side of the Restoration Shop. Additional ties were dropped on March 31, with train crew Jeremy Tuke and Otto Vondrak, Jus-

tin Carmona and Rick Auburn helping with unloading, and David Kehrer using the Bobcat Skid-steer and Scott Gleason using the Bobcat mini-excavator to reposition tie piles as needed.

APRIL 2022: Tie Blitz '22 began on April 2, with contractors from Symans Enterprises working alongside RGV volunteers to assist with tie replacement starting on the NYMT-controlled track at BOCES Crossing. Volunteers include David Kehrer, Dave Chapus, Jim Hayes, Scott Gleason, John Guglielmo, Jeff Carpenter, Adam Lloyd, Jay Considine, Rand Warner, Tim Gifford, Otto Vondrak, and others. Bill Marcotte removed the "glad hand" air valve from the south end of BR&P caboose 280 for repair. Joe Nugent and Peter Gores completed tasks for the 92-day inspection of RG&V 54. Day Two of the Tie Blitz from MP 0.3 south continued on April 3, with Dave Avery, Jeff Carpenter, Jay Considine, Otto Vondrak, Tim Gifford, Adam Lloyd, Scott Gleason, David Kehrer, John Redden, Jim Hayes, David Gwilt, and others. Using the Case backhoe, BNY 12 was pulled south onto Track 7 South by Adam Lloyd and Tim Gifford. On April 4, Scott Gleason coordinated delivery of stone from Spallina Materials, with help from Rick Auburn, Charlie Marks, and Bill Marcotte (The stone forms the base of the concrete pour on the west side of the Shop). On April 12, our Track Dockneys including Duncan Richards, John Redden,

and Rand Warner spiked 40 ties in the main line. Chuck Whalen completed painting the floor and clearing out the LV caboose to get it ready for visitors. Rand Warner supervised the sheetmetal apprentices doing work on Car 60. On April 16 you museum hosted Easter Bunny Train Rides, with help from Joe Steimer, Mike Byrne, Charles Bell, Dave Avery, Greg Lund, Duncan Richards, Dave Peet, Otto Vondrak, and others. On April 18, Charlie Marks coordinated with Millet Masonry to pour the final section of concrete floor on the west side of the Restoration Shop. On April 19, Charlie Marks and Charlie Ricker made repairs to the subfloor inside the PC caboose. Devan Lawton presented films at our April 21 Members Meeting. A train crew consisting of Joe Nugent, Justin Carmona, and Otto Vondrak moved the Lackawanna m.u. car from its temporary storage at Midway on April 22, with a second crew consisting of Jeremy Tuke and David Kehrer helping move the car safely down the hill to Industry Yard. On April 25, a massive volunteer effort coordinated with contractors to lift the Lackawanna m.u. onto a tractor trailer for delivery to its new home in its native New Jersey, which departed on April 26. On April 30, Charlie Marks and Rick Auburn made repairs to the flower bed on Route 251. Before we put the Lackawanna baggage car back in its normal display spot on Track 3, Otto Vondrak and Dave Peet quickly painted the part of the staircase that normally faces the train. Rick Auburn mowed the depot lawn. A train crew consisting of Jeremy Tuke, Otto Vondrak, and Charles Rothbart moved the baggage car back into its normal position on Track 3. Bill Marcotte welded a patch on the PC caboose as part of the subfloor repairs. Sam Rosenberg cleaned out the compartment under the cab of RG&E 8 to get it ready for paint.

MAY 2022: On May 3 Bill Marcotte welded patches to the frame of the Penn Central caboose as part of the repairs to the subfloor. Scott Gleason, Dave Kehrer, Greg Lund, and Justin Carmona positioned ties for the rebuilding of Track 5 at Industry. On May 7, rails were dropped in position for relay on Track 5. John Redden turned a new wooden handle for our mailbag hook to be reinstalled on our mail car exhibit. Adam Lloyd performed preventative maintenance on the Komatsu bulldozer. John Redden and Rand Warner took measurements to prepare for rebuilding the rear vestibule



TOP LEFT: Annual Rules Class was well attended on March 26.



LEFT: With the help of contractor Scott Symans, our annual Tie Blitz inserted more than 300 new ties on the shared museum railroad between Switch 6 and BOCES Crossing on April 2-3.

BELOW LEFT: Inclement weather saw us move the Easter egg hunt and petting zoo activities inside the Restoration Shop on April 16.

BELOW: With the careful help of several contractors, the Lackawanna m.u. car was loaded for shipment back to New Jersey on April 25.



of Rochester Subway Car 60. Chuck Whalen continued work on the cab of RG&E 8. Charlie Marks painted and primed steel parts on the PC Caboose. Rob Burz completed new plumbing for the conductor's back-up valve on the south end of BR&P caboose 280. Joe Nugent and Otto Vondrak performed a mechanical inspection of Genesee & Wyoming caboose 8 at New York Museum of Transportation as part of a project to move the car for a future special event. On May 10, Scott Gleason used our Ford Forklift to drag over additional rails for the Track 5 rebuild project. Adam Lloyd used the Bobcat mini-excavator to remove old ties from the stub of Track 5 so new ties could be inserted and the level raised. Track Dockneys helping included Dave Kehrer, John Redden, Justin Carmona, Rand Warner, Dave Chapus, as well as Otto Vondrak and Scott Gleason (who also brought out his own Bobcat Skid-steer to assist). On May 11, Charlie Marks applied primer to the wooden exterior staircase down into the depot basement. Bill Marcotte performed a field repair to our Ford Forklift. Dave Kehrer, John Redden, Dave Chapus, Justin Carmona, Scott Gleason, and Adam Lloyd inserted ties on Track 5. On May 14, Steve Huse and Sam Rosenberg performed a brake inspection and cleaning on RG&E 41, and also prepared ex-LA&L 20 for its first start of the year. Charlie Marks, Rick Auburn, and Chuck Whalen helped Rand Warner organize and store wooden trim parts for Rochester Subway Car 60. Tim Gifford, Scott Gleason, and Adam Lloyd made repairs to our Ford Boom Truck. Bill Marcotte cleaned and organized the metalworking area in the Shop. Mike Guglielmo installed insulation on the exterior wall where the new Electric Shop will be built. Scott Gleason, Adam Lloyd, Kurtis Hooey, and Otto Vondrak installed joint bars connecting the rails on Track 5. Jackson Glozer completed his conductor certification with Operations Supt. David Scheiderich. Jackson Glozer, Charles Rothbart, and Justin Carmona did work on the Erie Stillwell coach vestibules. At our Members Meeting on May 19, Greg Lund presented a show of his photography from his days working the railroad. On May 20, Jackson Glozer and his mom Jeanie planted fresh flowers in the flower bed on Route 251, and the buckets by the depot. On May 21 your museum hosted Rails & Ales, followed by the final Vintage Rails Wine & Cider event on May 22. On May 28, Char-

RIGHT: We hosted a successful and sold out Rails & Ales event on May 21.

MIDDLE RIGHT: Volunteers Jim Hayes, Duncan Richards, and Pete Swanson work on Track 5 reconstruction on June 4.

BELOW RIGHT: Bill Marcotte set up the new Metalworking Shop on the west side of the Restoration Shop, once the concrete floor was poured in this area.

lie Marks was installing wooden subfloor in the northwest corner of the PC caboose. Bill Marcotte organized the new Metal Shop area on the west side of the Restoration Shop. Adam Lloyd and Otto Vondrak used the Case backhoe to bring down the last pieces of rail needed for the Track 5 project. Otto Vondrak manned the grill and cooked lunch for volunteers. On May 31, the west rail of Track 5 was spiked by Track Dockneys including John Redden, Dave Kehrer, Rick Auburn, Justin Carmona, and Rand Warner. Chuck Whalen fabricated a step stool for LV 95100, and Otto Vondrak applied cut vinyl decals to it.

JUNE 2022: On June 3, your museum hosted a private tour for the Railway & Locomotive Railway Historical Society as part of their annual convention. Jeremy Tuke assisted Sam Rosenberg with an electrical issue on LA&L 20. On June 4, RGV volunteers Scott Gleason and Tim Gifford assisted contractors working for NYMT to deliver crushed stone ballast to a work site above Reid's Crossing using our Case backhoe and Army dump truck. A train crew consisting of Justin Carmona, Jackson Glozer, and Otto Vondrak pulled equipment from Track 9 in the Shop so the Erie Stillwell could be repositioned; Bill Marcotte torched bolts so the vestibule steps could be removed from the car. Dave Chapus, Duncan Richards, Jim Hayes, and Pete Swanson spiked rail on Track 5. Kurtis Hooey cleaned and inspected the brake pistons for LA&L 20, and helped Sam Rosenberg reinstall them on the engine. Justin Carmona and Jackson Glozer performed maintenance tasks on LA&L 20. Bill Marcotte fabricated and installed supports for lighting in the Metal Shop area. On June 7, Scott Gleason, Rick Auburn, Kurtis Hooey, and Chuck Whalen leveled the south end of Track 7 inside the Shop. On June 11, Bill Marcotte repaired and reinstalled the air bleed lever on LV 95100. Charles Rothbart, Jackson Glozer, and Justin Carmona helped clean out and organize the Lehigh Valley boxcar, while Rob Burz



prepared to install a new man door on the east side. Scott Gleason, Adam Lloyd, and Jeremy Tuke laid down road millings between Track 9 South and Track 7 South to create a better surface for parking equipment and accessing the trains. Chuck Whalen painted the compartment under the cab of RG&E 8. Mike Guglielmo and Chuck Whalen moved ties to make a pass-through at the south end of Track 7 inside the Shop. Your museum hosted its June 16th Member Meeting at Industry Depot, with train rides. Your museum hosted Fathers Day Train Rides on June 18 and 19, with help from many volunteers including Dave Coon, Dave Avery, Rick Auburn, Charles Rothbart, Dave Peet, Justin Carmona, Jackson Glozer, Sam Rosenberg, Adam Lloyd, Joe Steimer, Chris Playford, and Otto Vondrak. On June 20, Rob Picuch from the Chemung Valley Railroad Historical Society donated four cut-glass arch windows salvaged from their own Erie Stillwell coach. On June 21, Charlie Marks, Rick Auburn, and Jeremy Tuke installed part of a new floor inside the PC caboose. Scott Gleason and Rick Auburn dumped and spread more road millings to extend the roadway along Track 9 South. On June 23 your museum



LEFT: We hosted Trains & Trolleys at Twilight on July 9 with New York Museum of Transportation, where visitors took a ride up to the Trolley Park for free ice cream and an outdoor jazz concert.

BELOW LEFT: Jeremy Tuke and Otto Vondrak installed station signs from the John Virgilio collection inside the Lackawanna baggage car on July 12.

MIDDLE BELOW: We hosted our popular Princess & Superhero Train Rides on July 16 and 17. Visitors dressed as their favorite characters, and many costumed characters were there to greet the children.

BELOW: An RGV crew helped moved NYMT 168 down to our Restoration Shop so NYMT volunteers could perform inspections and repairs on July 23. This was the first time 168 traveled south of Midway since 1996 when we towed the car to NYMT after arrival at Industry.



operated a private charter for the family of museum volunteer Sam Swisher, who passed away in 2020. On June 24, Dave Kehrer and Otto Vondrak spread stone ballast on Track 5. On June 25, Scott Gleason, Adam Lloyd, and Jeremy Tuke continued work on the improved roadway along Track 9 South. Rob Burz worked on the installation of the new man door on the east side of the LV boxcar. Justin Carmona, Ian Flournoy, Jackson Glozer, Dale Hartnett, Jeremy Tuke, Rick Auburn, and Otto Vondrak adjusted the level transition from the old Track 5 to the new Track 5. A train crew consisting of Justin Carmona and Jackson Glozer performed switching moves in the Upper Yard. Joe Nugent and Sam Rosenberg performed a successful hydrostatic test on the main air reservoir of RG&E 41. Rob Burz worked on installing the man door on the LV boxcar. On June 28, Bill Marcotte welded in a patch on the south short hood of RG&E 8.

JULY 2022: Adam and Lexi Lloyd spread road millings to extend the roadway along Track 9 South on July 2. Peter Gores made a repair and adjustment to the brake linkages on the LV boxcar. On July 5, Charlie Marks and Charlie Ricker got

new tongue and groove flooring installed under the closets inside the Penn Central caboose. A train crew consisting of Justin Carmona and Otto Vondrak moved cars out of Industry Yard to make room for work on Track 5. On July 7, David Kehrer used the Bobcat and Otto Vondrak helped spread ballast on Track 5. On July 8, Scott Gleason and Joe Nugent picked up a donated Bridgeport mill from RIT and brought it to the museum. A train crew moved the LC caboose and boxcar to Track 5 for display. On July 9, your museum hosted Trains & Trolleys at Twilight with NYMT, with the help of Jerry Tusch, Charles Bell, John Guglielmo, Ira Sacher, John Talty, Dave Avery, Mike Root, Dave Peet, and Otto Vondrak. Rick Auburn and Charlie Marks continued work inside the PC caboose, while Chuck Whalen primed the inside of RG&E 8's cab, while Bill Marcotte welded patches to the body. Dave Luca took measurements to aid in the fabrication of the new rear vestibule of Car 60. On July 12, Kurtis Hooey and Dan Gardiner started repainting the sill stripes on USA 1843. John Redden and Rand Warner worked on the rear vestibule of Car 60. Charlie Marks and Rick Auburn continued floor repairs

inside the PC caboose. Jeremy Tuke and Otto Vondrak hung station signs from the Virgilio Collection inside the Lackawanna Baggage Car (including a cast iron Rochester station sign restored by Jeremy). On July 16 and 17, your museum hosted Princess & Superhero Train Rides, with help from Justin Carmona, Dave Coon, Dave Peet, Chris Playford, John Guglielmo, Kurtis Hooey, Charlie Marks, Tony Mittiga, Monica Lloyd, Charles Rothbart, Dave Avery, Jackson Glozer, Otto Vondrak, and others. On July 19, the Track Dockneys corrected an elevation issue at Switch 6, with the help of David Kehrer, Dave Coon, Justin Carmona, Scott Gleason, and Otto Vondrak. Charlie Marks and Rick Auburn replaced the sub floor at the north end of the PC caboose. On July 21, the Track Dockneys made additional repairs and tie replacements at Switch 6, with the help of David Kehrer, John Redden, Dave Chapus, Rick Auburn, Rand Warner, and Jeremy Tuke. On July 21, your museum hosted its monthly meeting at Industry with train rides, thanks to a train crew consisting of Sam Rosenberg, Jackson Glozer, and Otto Vondrak. On July 22 a train crew consisting of Jeremy Tuke, Jackson Glozer, and Otto

Vondrak switched equipment in the Upper Yard to make room for the NYMT trolley. On July 23, a train crew consisting of Sam Rosenberg and Otto Vondrak helped move Car 168 from NYMT to the inspection pit at RGV. On July 26, Charlie Marks and Rick Auburn continued wall repairs inside the PC caboose. Bill Marcotte fabricated a point protector for Switch 6. Track Dockneys John Redden, Dave Chapus, David Kehrer, and Rand Warner made elevation adjustments to Switch 6. Scott Gleason led a general cleanup of trash and scrap materials around the campus. Bill Marcotte welded patches to the cab body of RG&E 8. Chuck Whalen sanded and primed a New York Central telephone box that came from the Virgilio Collection. The Amann Family painted picnic benches in the Upper Yard. On July 30, Chuck Whalen cleaned and primed air brake parts for RG&E 8. The Amann Family primed the metal railing around the exterior basement stairs and milk cans at Industry Depot. Dave Luca, Dale Hartnett, and Rand Warner worked on the rear vestibule of Car 60. Joe Nugent and Adam Lloyd moved the Bridgeport mill into the metalworking area.

AUGUST 2022: On August 2, Kurtis Hooey and Dan Gardiner continued to touch up paint on USA 1843. Justin Carmona, Jackson Glozer, David Kehrer, and Otto Vondrak trimmed back vegetation that was striking the train in the Hill Block. A train crew moved the PRR hopper down to Track 5 for display. Rob Burz replaced some sheet metal screws with Huck rivets on Car 60. Charles Rothbart organized signal parts inventory in the Erie Milk Car on August 6. Charlie Marks laid tongue and groove flooring at the north end of the PC caboose. A team of RGV Track Dockneys including Rand Warner, John Redden, Dave Chapus, Rick Israelson, and Duncan Richards traveling to North Tonawanda to help the Railroad Museum of the Niagara Frontier rebuild their display track. Working over the weekend of August 13, Charles Bell applied a fresh coat of Cornell Red to LV 252 on display at the Lehigh Valley depot in Williamsville, N.Y. NYMT Car 168 was returned to NYMT on August 13. Scott Gleason performed an oil change on the Bobcat mini-excavator on August 16. Chuck Whalen painted the southeast truck frame of RG&E 8, while Sam Rosenberg traced wires. Jim Johnson and Mike Guglielmo worked on bringing permanent power to the MDT Refrigerator Car ex-

ABOVE: Dave Luca, Dale Hartnett, and Rand Warner fit pieces of the rear vestibule on Rochester Subway Car 60 on July 30.

RIGHT: Kurtis Hooey and Dan Gardiner repaint the sill stripes on former U.S. Army Fairbanks-Morse H12-44 1843 on August 2.

BELOW RIGHT: Jim Johnson installed a new permanent electric circuit to power the exhibits on Track 6 on August 18.

hibit on Track 6. Rick Auburn cut wooden wedges for the Kodak tank car. On August 18 we hosted our final summer meeting at the depot with train rides, thanks to train crew Justin Carmona and Sam Rosenberg. On August 20 and 21 your museum hosted Yard Sale and Train Rides with help from Dave Avery, Jay Baycura, Rick Auburn, Dave Peet, Otto Vondrak, Jeff Carpenter, Chris Playford, Charles Bell, Jeremy Tuke, Charlie Marks, and Jim Hayes. On August 23, Justin Mulford and Justin Carmona cleaned out the air compressor compartment inside RGV 54. Charlie Marks and Rick Auburn installed wood trim inside the PC caboose, while Rand Warner took measurements for materials to rebuild the vestibule of Car 60. On August 26-28, Joe Nugent, Dave Scheiderich, and Justin Carmona headed up to the Adirondack Railroad engine house in Old Forge, N.Y., to help make repairs to NYC Alco RS-3 8255. On August 30, Chuck Whalen painted the truck frames on the northeast corner of RG&E 8.

SEPTEMBER 2022: On September 3, Chuck Whalen cleaned and primed the truck frames on RG&E 8. Michael Guglielmo installed a new circuit for our Bridgeport mill in the Metalworking Shop. Joe Nugent installed rebuilt air brake valves into LV 211. A switching crew with Sam Rosenberg and Justin Carmona as engineers rearranged exhibits in the Upper Yard and brought LV 211 down to Track 5 for display. Joe Nugent inspected the traction motors under RG&E 8. On September 6, Charlie Marks, Mark Bowen, Rick Auburn, and Justin Mulford scraped old paint and made repairs to the vestibules of BR&P 280. Chuck Whalen continued painting the truck frames on RG&E 8. Rick Auburn made repairs to our sandwich board signs. Justin Mulford painted the roof of the NYC phone box. On September 13-14, Otto Vondrak, Joe Nugent, David Scheiderich, and David Kehrer attended the NYSDOT Railroad Safety Seminar in Utica, N.Y. Charlie



Marks, Scott Gleason, Rick Auburn, Mark Bowen, and Chuck Whalen began framing out the Electrical Shop on September 13. On September 15, we hosted our monthly museum meeting at the 40&8 Club, with a presentation by member Greg Lund. On September 17 and 18, your museum hosted Classic Cars & Train Rides with help from Jeremy Tuke, Jeff Carpenter, Jim Dunnington, Jim Hayes, Charles Bell, Jackson Glozer, Dave Peet, Jerry Tusch, Sam Rosenberg, Kurtis Hooey, Gary Smith, John Guglielmo, Chris Playford, and Otto Vondrak. On September 17, Justin Mulford prepped the handrails on the Kodak tank car for paint. Jeanie Glozer weeded the flower bed facing Route 251 on September 18. Framing work continued on the Electric Shop on September 20 with help from Charlie Marks, Rick Auburn, Chuck Whalen, Mark Bowen, and Scott Gleason. Bill Marcotte and Justin Mulford made repairs to the snowplow attachment for the Bobcat. On September 21, our friends at Livonia, Avon & Lakeville dropped off caboose 2603 for us to use as part of our Members' Day activities. On September 22, a train crew consisting of Jeremy Tuke, Otto Von-

drak, and Justin Mulford retrieved Genesee & Wyoming caboose 8 from NYMT to use during our Members' Day activities. On September 23 a crew consisting of Scott Gleason, Peter Gores, Bob Cowan, Bill Marcotte, and Jeremy Tuke visited the John Virgilio estate to clear trees and brush and pull Despatch Shops 0-4-0 No. 5 from its shed. On September 24, your museum hosted Rails & Ales Train Rides with the help of Greg Smith, Greg Lund, Jeremy Tuke, Peter Gores, Mike Byrne, Dave Peet, Dave Avery, David Monte Verde, David Scheiderich, Jim Hayes, Lisa Talty, Tony Mittiga, John Redden, Brandi Marino, and Otto Vondrak. Peter Gores reset the journal bearings on G&W caboose 8. On September 25, your museum hosted Members' Day Picnic with train rides, with the help of train crew Jackson Glozer, Sam Rosenberg, Justin Carmona, and David Kehrer. Charlie Marks worked on the Electrical Shop build-out. On September 26, C.P. Ward helped us left the tank off the boiler of DSI 5 at the Virgilio Estate, with help from Dave Shields, Scott Gleason, Bill Marcotte, Bob Cowan, and Jeremy Tuke. Scott Gleason also brought out his Kubota

to help load various signals and switch-stands. On September 27, Chuck Whalen primed truck frames on RG&E 8. Scott Gleason, Charlie Marks, Rick Auburn, and Mark Bowen worked on framing the ceiling of the Electrical Shop.

OCTOBER 2022: On October 1, a train crew consisting of Sam Rosenberg and Otto Vondrak switched equipment to get ready for our next event. Kurtis Hooley repainted the stripes on USA 1843. Tim Gifford used the Bobcat skid-steer to clean up materials around the museum. Mike Guglielmo installed a new circuit inside the Lackawanna Baggage Car display. On October 4, Charlie Marks, Bill Marcotte, and Scott Gleason installed plywood sheathing on top of the Electrical Shop. Chuck Whalen painted truck frames on RG&E 8. John Redden inspected the air compressor on Rochester Subway Car 60. Bill Marcotte fabricated a new display stand for the Signals Exhibit on October 8. Charlie Marks painted the interior of the PC caboose. Justin Mulford topped off journal oil on NYMT's G&W caboose 8. Chuck Whalen painted truck frames on RG&E 8. A train crew consisting of Jeremy Tuke, Justin Mulford, and Otto Vondrak re-

turned G&W caboose 8 to NYMT, and rearranged equipment for our event. Rand Warner and Dave Luca test fit pieces of interior trim on Car 60. Dan Waterstraat installed new gauges on the Pettibone forklift. Scott Gleason helped install a new electrical vault between Track 3 and 4 at Industry, which was wired up by Jim Johnson. On October 11, Ernie Cole, Mark Bowen, and Charlie Marks primed and painted inside the PC caboose. John Redden, Charlie Marks, Justin Carmona, and Rick Auburn performed an initial inspection of B&O "wagontop" caboose C2493. Jeremy Tuke and Otto Vondrak installed local station signs from the John Virgilio estate inside the Lackawanna Baggage Car on October 14. Otto Vondrak painted milk cans donated by John Redden. On October 15-16, 22-23, and 29-30, your museum hosted Pumpkin Patch Train Rides with the help of many dedicated volunteers. On October 16, Dave Shields, Dave Peet, and Lynn Heintz manned a booth promoting our museum at the Batavia Train Show. On October 18, Mark Bowen repaired the conductor's desk for the Penn Central caboose, while Bill Marcotte installed new tread plates in the doorways. Justin Carmona assembled a tool to help us perform single-car air brake tests. On October 25, Ernie Cole, Mark Bowen, and Charlie Marks worked on the floors inside the PC caboose. John Redden, Rick Auburn, and Chuck Whalen fit wooden wedges on the Kodak tank car. Justin Mulford and Bill Marcotte cut material from the bottom of the pilot on RG&E 8 to improve clearances. Jeremy Tuke painted warning stripes on the edge of the stoop leading from the northwest man door on the depot.



TOP LEFT: A team of volunteers led by Buildings & Grounds Supt. Charlie Marks framed out the Electrical Shop on September 20.

MIDDLE LEFT: Livonia, Avon & Lakeville dropped off their caboose 2603 for us to use in a special event on September 21. DUNCAN RICHARDS

LEFT: An RGV train crew used RG&E 41 to fetch NYMT's Genesee & Wyoming caboose 8 on September 22 to use in a special event.



BELOW: Our popular Pumpkin Patch Train Rides operated weekends Oct. 15-16, 22-23, and 29-30.



How Did We Do?

In 2022, your museum enjoyed a successful season, but with reduced admissions and income compared to the year previous. Income from museum admissions was \$101,625, down 32% from 2021's total of \$139,998, but comparable to 2019's total of \$100,970. Of note, we reintroduced the sale of Cab Passes to ride in the locomotive with the engineer, bringing in an additional \$555. We operated one private charter for the Railroad & Locomotive Historical Society, bringing in \$250.

Donations were down slightly this year by 8%, totaling \$31,470. Grant awards totaled \$3,900.

Your museum hosted public operations on 24 days spread out over 14 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$4234.37, a

2021 GROSS ADMISSIONS

Museum Admission. . . .	\$139,988.00
Cab Pass	0.00
Private Charters	0.00
TOTAL	\$139,998.00

2021 DONATIONS

Donations	34,023.00
Grants.	10,000.00
TOTAL	43,023.00

2021 ATTENDANCE (PAID ADMISSION)

25-DAY TOTAL	7,771
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28% decrease over 2021's daily average of \$5,599.92, but comparable to 2019's daily average of \$4,207.08.

Average daily attendance for 2022 was 238, compared to 311 in 2021, and 300 for 2019. Accounting for some of these decreases is the cancellation of our August steam event (as the locomotive was unavailable) as well as our Santa Train Rides in December (a loss of 800 visitors).

2022 GROSS ADMISSIONS

Museum Admission. . . .	\$101,625.00
Cab Pass	555.00
Private Charters	250.00
TOTAL	\$102,430.00

2022 DONATIONS

Donations	\$31,470.00
Grants.	3,900.00
TOTAL	35,370.00

2022 ATTENDANCE (PAID ADMISSION)

24-DAY TOTAL	5,715
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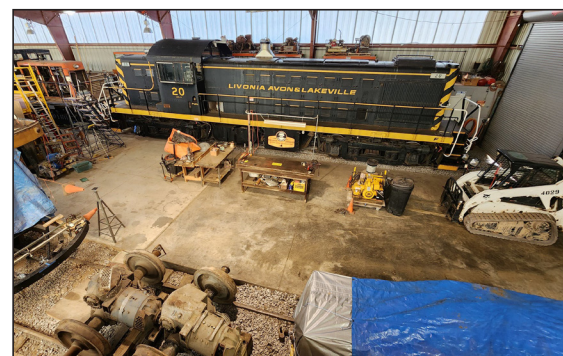
Our museum continues to operate on a solid financial footing, investing in several capital projects over the course of the year and maintaining our consistent operating schedule. As we engage a new marketing company to help better promote our events and embark on an ambitious increased operating schedule, we look forward to modest growth in 2023. Thanks to Dave Peet for the data. ☺ —O.M.V.

NOVEMBER 2022: Scott Gleason, Tim Gifford, Justin Mulford, and Bill Marcotte installed a new catch basin and drain along the driveway on November 1. Justin Mulford and Bill Marcotte made a welding repair to the Bobcat's plow attachment. On November 8, Peter Gores and Dave Kehrer got our Trackmobile working before it was shipped to Railroad Historical Society of Northern New York in Croghan. Mark Bowen painted the floor inside the PC caboose. Dale Hartnett and Rand Warner fit components for the rear vestibule of Car 60. Jeremy Tuke built out a new workbench area in the southeast section of the Restoration Shop for the Construction Dept. on November 15. John Redden and Dale Hartnett worked on the south vestibule of Car 60. A train crew consisting of Jeremy Tuke and Otto Vondrak switched out equipment in the Upper Yard on November 17. Museum Elections and Members Slide Night was held at the 40&8 Club. On November 19, a train crew consisting of Jeremy Tuke, Sam Rosenberg, Jeff Davenport, David Scheiderich, and Otto Vondrak moved Brooklyn Navy Yard 0-4-0 12 down to Industry for storage. On November 22,

RIGHT: Several volunteers helped carefully move Brooklyn Navy Yard no. 12 from behind the Shop down to a temporary storage location at Industry Depot on November 19.

BELOW RIGHT: The final phase of Restoration Shop organization took place on November 26 with the repositioning of traction motors and other materials in the south end of the shopw.

Track Dockneys including Duncan Richards, Dave Chapus, David Kehrer, Rand Warner, Ernie Cole, Chuck Whalen, Rick Auburn, and Otto Vondrak raised Track 7 inside the Restoration Shop to level, with Scott Gleason and Jeremy Tuke helping to spread ballast with machines. On November 26, Mike Guglielmo built a crossing from old ties at the north end of Track 7 inside the shop. Sam Rosenberg traced air brake pipes under the cab of RG&E 8 (with help from Rob Burz), while Chuck Whalen ground away rust and applied primer to the underbody. Tim Gifford, Scott Gleason, Jeremy Tuke, and Otto Vondrak cleared materials from the south end of the shop floor, and relocated the two spare traction motor combos to Track 7. Charlie Marks and Rick Auburn put up Christmas lights



on the roof of the depot. A train crew consisting of Sam Rosenberg and Otto Vondrak rearranged equipment in the shop and in the Upper Yard. Mike Guglielmo used the Bobcat mini-excavator to dig a new trench for the electric circuit to pow-



TRACK DOKNEY 2022 ROUND-UP

Once again, the RGVRRM Track Department (aka the "Track Dokneys") kept busy in 2022. We picked-up where we left off with Track 5, by finishing-up the rebuild between May and July. In March, our expanded crew extended Track 9 to provide more storage track for our equip-

ment. In April, Scott Symans and his crew joined us for another track "blitz" – Not only did we replace 100 ties on our mainline, we assisted NYMT with the replacement of 221 ties between BOCES Crossing and Midway. For the rest of the summer, we did the usual Tuesday and Saturday spot tie replacement and re-gauging when conditions permitted, including repairs to Switch 6. Also in July and August, the Dokneys did another "outreach" project, this time helping the Railroad Museum of the Niagara Frontier with their display track. We wrapped-up the season in November by assisting with leveling Track 7 inside of the Restoration Shop. In addition to the regular cast of characters that not only work on our track (and other projects), we had a lot of help from volunteers near and far (including Buffalo and the Southern Tier), including many folks trying track work for the first time. Please consider joining us for track and signal work in 2023- Newcomers are always welcome! —David Kehrer, Track Dept. Supt.



LEFT: On December 6, several volunteers pitched in to prepare Despatch Shops No. 5 for movement to the museum, including removing 200 ft. of track from the Virgilio estate in Henrietta.

MIDDLE LEFT: Chuck Whalen continues to "grind away" underneath Rochester Gas & Electric No. 8 on December 6.

BOTTOM LEFT: Our Holiday Party included train rides up to our Midway Station on December 17. In the consist were Erie C254, BR&P 280, and Lehigh Valley 95100.



side equipment doors from RG&E 8. Jeremy Tuke, Otto Vondrak, Scott Gleason, and Ernie Cole cleaned out scrap materials from a storage trailer. Rand Warner and John Redden worked on the Kodak tank car removing rust from the bolster pockets and handrails.

DECEMBER 2022: Charlie Marks and Rick Auburn performed minor roof repairs to LA&L caboose 2603 on December 3. Sam Rosenberg and Chuck Whalen worked on air brake pipes under the cab of RG&E 8. Dale Hartnett, Dave Luca, and Rand Warner cleaned up materials and put away tarps covering Car 60. Bill Marcotte made a welding repair to the Bobcat snow plow attachment. On December 6, volunteers cleaned out the last excess materials from the engine shed at the Virgilio Estate, as well as removing 200' of track in front of

the shed. Volunteers include Jeremy Tuke, Bob Cowan, Peter Gores, Scott Gleason, Bill Marcotte, Charlie Marks, Ernie Cole, Mark Bowen, Rick Auburn, Charles Rothbart, and Otto Vondrak. Sam Rosenberg, David Scheiderich, and Chuck Whalen worked on air brake piping on RG&E 8. Otto Vondrak built a rolling divider display. Charlie Marks and Otto Vondrak finished the display on December 10. Bill Marcotte and Charlie Marks installed the replacement closet door inside the PC caboose. Volunteers Perry Bertsch, Mike Byrne, David Shields, Bob Lipman, Dave Peet, and Greg Lund manned a booth to promote the museum at the RIT Train Show. Chuck Whalen and Mark Bowen removed the side access doors from RG&E 8. A train crew consisting of Jeremy Tuke and Otto Vondrak assembled the train for our Christmas Party on December 15. Your museum hosted its December meeting at the 40&8 Club, with a presentation by Mark Klingel on the short line railroads of Buffalo. On December 17, Mike Guglielmo organized inventory inside the Electrical Shop. Charlie Marks painted the replacement closet door inside the PC caboose. Brandi and Elliot Marino helped clean up the depot before our Christmas Party on December 17. John Guglielmo arranged for catering, and David Scheiderich was our cocktail bartender. Train crew consisting of Jerry Tusch, Joe Nugent, and Otto Vondrak made sure train rides were available for members. A train crew consisting of Jeremy Tuke, Justin Carmona, and Otto Vondrak switched some cars in the Upper Yard on December 27. Ernie Cole built some additional benches to be installed inside PC 18526. 5

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 2023 (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: Switch tender Chris Playford gives a highball signal to engineer Jeremy Tuke as our excursion train passes the shanty at Switch 6 on October XX, 2022. This photo represents the herculean effort put forth by all our volunteers to have a safe and successful operating season!

OTTO M. VONDRACK PHOTO

er displays on Track 6. On November 29, Mark Bowen and Chuck Whalen removed



THE SEMAPHORE

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

NEXT MEETING:

Feb. 16, 2023

933 UNIVERSITY AVE, ROCHESTER, N.Y.

PLAN AHEAD:

March 16, 2023

933 UNIVERSITY AVE, ROCHESTER, N.Y.

Find us on Facebook! facebook.com/rgvrrm

2023 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.

April 8 - Easter Bunny Train Rides
May 13 - Mothers Day Train Rides
May 20 - Rails & Ales
May 21 - Members Day Spring Picnic
June 3 - Trains & Trolleys at Twilight
June 10 - Train Rides
June 15 - June Meeting at Industry
June 17 - Fathers Day Train Rides
June 24 - Train Rides
July 1 - Trains & Trolleys at Twilight
July 8 - Train Rides
July 15 - Princess & Superhero Train Rides
July 20 - July Meeting at Industry
July 22 - Train Rides

August 5 - Trains & Trolleys at Twilight
August 12 - Train Rides
August 17 - August Meeting at Industry
August 19 - Classic Car Show and Train Rides
August 26 - Train Rides
September 9-10 - Steam Train Rides
September 16-17 - Steam Train Rides
September 23 - Rails & Ales
September 24 - Members Day Fall Picnic
October 14-15 - Pumpkin Patch Train Rides
October 21-22 - Pumpkin Patch Train Rides
October 28-29 - Pumpkin Patch Train Rides
December 8-9 - Santa Train Rides
December 15-16 - Santa Train Rides

Full details and tickets at RochesterTrainRides.com