

**THE**

# SEMAPHORE

NEWSLETTER OF THE ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

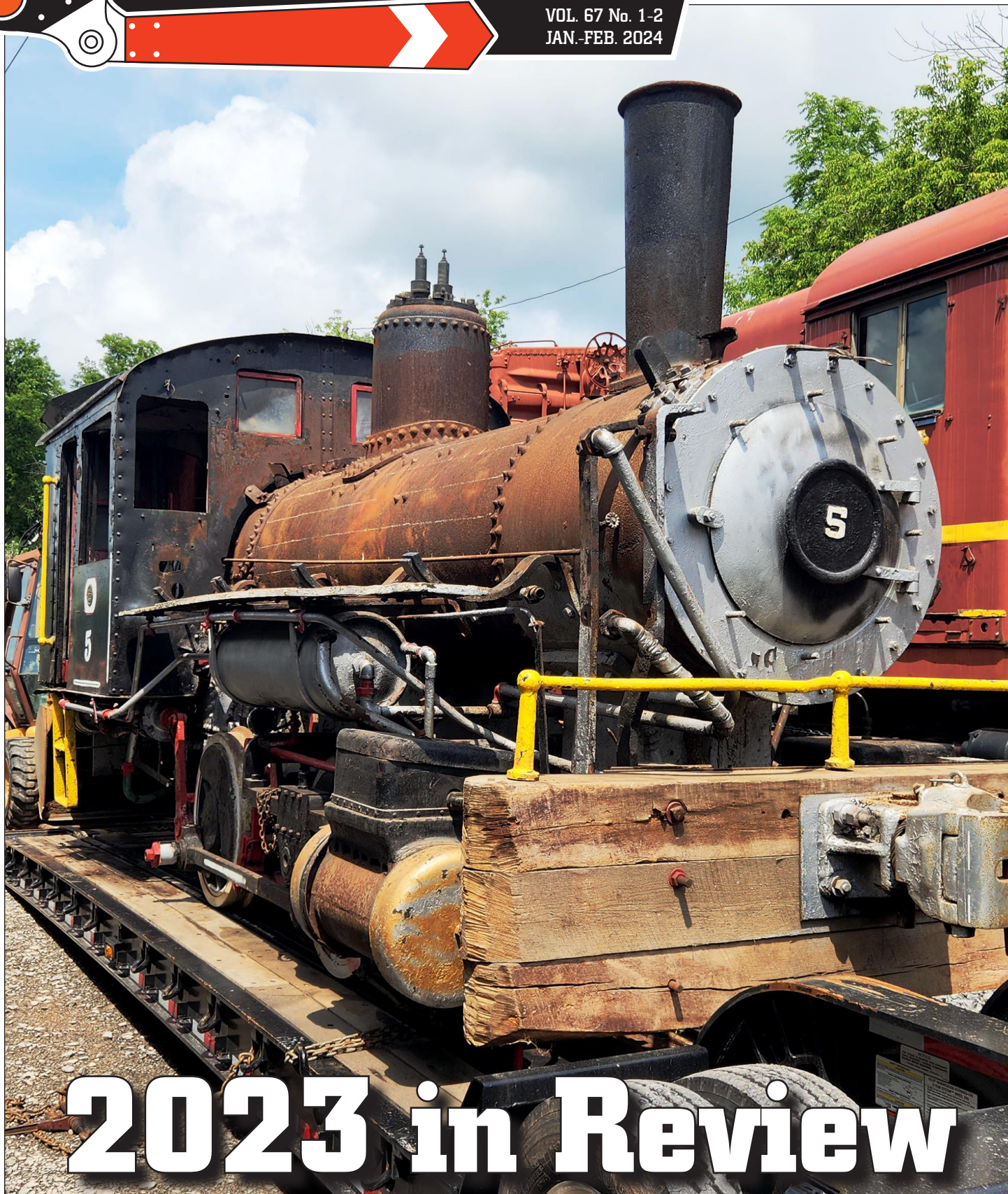
VOL. 67 No. 1-2  
JAN.-FEB. 2024

**NEXT MEETING:**

**March 21**

**Duncan Richards**

**presents photos from the  
collection of Bob French**



# 2023 in Review





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

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##### PRINTING AND MAILING

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ERNIE COLE PHOTO

## Message from the President

As I write this message, I am heading into my final year as museum president. It's been an extremely rewarding experience for me, working with a great group of volunteers all dedicated to advancing our museum. Identifying our common goals, coming up with a plan, putting it in action, and achieving our mission is what we're all here for. As it turns out, a number of our officer positions are up for election, which could possibly give our board a different complexion as new members step up to lead and continue our growth.

I'm always amazed at the transformative events that continue to shape our museum from year to year, and 2023 was no different. In July, we sent Brooklyn Navy Yard tank engine No. 12 to its new home, but also welcomed Despatch Shops No. 5. In August, we bid farewell to our beloved New York Central *Empire State Express* cars as they begin the next chapter of their career with Fort Wayne Historical Society in Indiana. Our friends at Livonia, Avon & Lakeville donated four pieces of historic equipment to our museum, including a caboose, snow plow, work flat, and Alco S-2 72. Besides trains coming and going, we also continued to enhance our buildings and grounds, with the expansion of our Railfan Overlook area, and the installation of the "New York Central" letters salvaged from Batavia station on our Restoration Shop. We landed sturdy shipping containers to replace dilapidated trailers we had been using for storage. Our mechanical team swapped out two damaged traction motors on RGV 54, restoring that locomotive to full power for the first time

since it was damaged in shipping to us in 2001. Significant progress has taken place on Rochester Subway Car 60, with a rebuilt rear bolster and significant repairs to the vestibules. Our Baltimore & Ohio "wagontop" caboose finally has its turn in the shop, getting a new floor and windows, as well as sandblasting and priming to prepare for a fresh coat of paint.

Museums are more than just trains and buildings and paint and trim. They are about people, whether you're talking about the members, visitors, or supporters. We've made significant progress attracting all three in recent years, but we can do better. By hosting more social activities, we can bring in more members. By developing and promoting engaging events, we can bring in more visitors. And by clearly establishing goals and staying focused on the long-term, we can attract more support for our mission of historic preservations.

Progress at the museum is not the work of one person alone. It takes a team to make things happen, and I'm overjoyed to have you all on board. Your commitment makes so much possible, from your membership dues to your volunteer hours, to simply just showing up — it all helps! Hopefully this review of the past year's activities gives you an idea of just what we accomplished.

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

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## UPCOMING MONTHLY PROGRAMS

We meet every third Thursday at the 40&8 Club (located at 933 University Ave., Rochester, NY, across from Gleason Works). Doors open at 7:00pm, and meeting begins at 7:30. Cash bar available. The evening program will begin after the brief business meeting. These meetings are FREE and open to the public.

On **March 21**, member Duncan Richards will present photos from the collection of the late Bob French.

On **April 18**, Larry Girard will present the history of the Adirondack Railroad and its recent extension north to Tupper Lake Junction.

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

## MECHANICAL DEPT. UPDATE

**LA&L 72:** Sam Rosenberg took an oil sample from the locomotive and sent it out for analysis. Aside from a relatively high water content, the oil looks good. The water could be the result of condensation while sitting idle. This locomotive will be activated for service for the 2024 season.

**RG&E 8:** Reassembly of the air brake system is complete and the brakes are functioning as they should. Chuck Whalen finished cleaning up and painting the traction motor blowers for both trucks.

**B&O C2493 Caboose:** The old rotten wooden sub-floor has been removed, revealing damage to the steel end plates connected to the frame. Once these plates are replaced, a new sub-floor will be installed. Fundraising is ongoing to pay for sand-blasting and priming the exterior.

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

—Joe Nugent, Mechanical Dept. Supt.

## 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 9, 2024 ANNUAL RULES CLASS

Our Annual Rules Class will take place **Saturday, March 9, 2023**, at the Rochester Institute of Technology campus. The class begins at 8:00 a.m., and if you expect to take all three parts, plan on staying until at least 3:00 p.m. to complete your tests. **Safety Rules are for ALL museum volunteers**, while Operating and Air Brakes are required for all train crew volunteers. The class is split into three parts:

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

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

**PART THREE: AIR BRAKES** – The third part of the class is devoted to air

brakes and train handling. This part is required for anyone interested in volunteering as a conductor or engineer.

Bring your Rulebook and Timetable to refer to class. If you don't have them, they can will be issued to you upon request. Please respond to David Scheiderich at **boblenon@gmail.com** by March 3.

—David Scheiderich, Operations Supt.

## EASTER BUNNY TRAIN RIDES MARCH 30

Your museum opens for the season on March 30 with Easter Bunny Train Rides. Enjoy fun train rides, an egg hunt, juice and cookies for the kids, and a visit with the Easter Bunny himself! Tickets on sale now at [RochesterTrainRides.com](http://RochesterTrainRides.com).

## MUSEUM GROUP EMAIL LIST

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

## YOUR MUSEUM

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

## YOUR SUBSCRIPTION

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

## PHOTOS FROM 2023 ARE POSTED ON WWW.FLICKR.COM/RGVRRM



# 2023 in Review

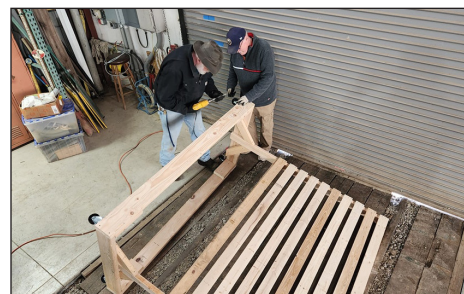
**JANUARY 2023:** On January 5, Rob Burz and Justin Carmona cleaned air valves to be installed on RG&E 8. Rick Auburn installed new pump handles on the Virgilio handcar. Charlie Marks and John Redden installed new wooden wedges to support the tank on the Kodak tank car (EKCX 52). Sam Rosenberg and Chuck Whalen worked on the air brake piping under the cab of RG&E 8 on January 7. Bill Marcotte welded patches to repair the bolsters on the Kodak tank car. Museum Superintendents and managers met in the depot to form plans for the coming year. Joe Nugent and Dave Scheiderich removed the air compressor from R&GV 54 so it could be repaired. John Redden applied a coat of primer to the handrail on EKCX 52 on January 10, while Charlie Marks and Rick Auburn installed wooden wedges to support the tank. Justin Carmona, Greg Lund, Scott Gleason, and Mark Bowen performed an oil change on R&GV 54. Scott Gleason, Tim Gifford, and Adam Lloyd completed installation of the buried electric connection for Midway Station on January 14. Bill Marcotte and Charlie Marks made repairs to the drop-down steps on the Open Air Flatcar (L&BR 23) on January 17. Charlie Marks, Mark Bowen, and Jeremy Tuke completed construction of the ladder-stairs to access the storage area on top of the Electrical Shop. Charlie Marks painted the benches for the Penn Central caboose. John Redden applied paint to the bolsters of EKCX 52. Sam Rosenberg and Chuck Whalen assembled air brake piping for RG&E 8. On January 24, Ernie



**ABOVE:** On January 10, Greg Lund and Justin Carmona perform an oil change on R&GV 54, a General Electric 60-ton switcher built in 1959 for the U.S. Army.

**RIGHT:** On February 1, Charlie Marks installed a replacement closet door for the one that was missing in our Penn Central caboose. The door came from a similar car that was scrapped a couple years ago.

**BELOW:** On February 7, Ernie Cole finished up the last of the rolling dividers for the Restoration Shop floor, with help from Mark Bowen.



Cole continued construction on new rolling divider walls. Bill Marcotte fabricated an access doorway for the perimeter of the Electrical Shop storage area. Scott Gleason, Mark Bowen, and Jeremy Tuke performed clean-up tasks around the Restoration Shop. Charlie Marks painted the benches for the Penn Central caboose. John Redden applied paint to the bolsters of EKCX 52. Sam Rosenberg and Chuck Whalen assembled air brake piping for RG&E 8.

**FEBRUARY 2023:** Jim Hayes used a needle scaler to address some rust on LA&L 20 on February 1. On February 4, Sam Rosenberg fit pipes for the air brakes under the cab of RG&E 8. Joe Nugent and Dave Scheiderich inspect the electrical cabinet of RG&E 1950 for parts to repair RG&E 41. New compressed air lines were installed throughout the shop by Rob Burz. Bill Marcotte installed the access door on the perimeter of the Electrical Shop storage area on February 7. Ernie Cole finished up the last of our rolling divider walls for the shop floor, with help from Mark Bowen. On February 11, Tim Gifford, Scott Glea-

son, and Jeremy Tuke removed piles of discarded crossties from BOCES Crossing, helping our friends at NYMT to clean up their right of way. Joe Nugent salvaged a set of electrical contacts from RG&E 1950 to help repair RG&E 41. On February 14, Bill Marcotte completed the installation of the access door for the perimeter of the Electrical Shop storage area. Charlie Marks and Rick Auburn set up the base for a new band saw in the Restoration Shop. Steve Boerner presented "Exploring Visual History" reviewing some of his projects to recreate scenes of the past using three-dimensional computer modeling at our February 16 member meeting. On February 18, Dave Peet and Tony Mittiga staffed our table at the Henrietta Dome train show to promote our museum; Dave Peet, Dave Kehrer, and John Stewart volunteered on February 19.



On February 21, Joe Nugent and Bill Marcotte removed the flywheel from R&GV 54's air compressor to effect repairs. Sam Rosenberg and Chuck Whalen installed air brake pipes under the cab of RG&E 8 on February 25. Charlie Marks applied primer to the gift shop wall so the damaged trim area can be repainted on February 26. Bill Marcotte completed a welding repair to RGV 54's air compressor pipe. Adam Lloyd collected parts from our stockpile to complete the installation of our Pennsylvania Railroad position-light signal at Switch 6. Otto Vondrak rearranged exhibits inside the north end of the Lackawanna Baggage Car. Rick Auburn and Ernie Cole worked on the repair and restoration of our New York Central diamond-shaped railroad crossing sign.

**MARCH 2023:** Jeremy Tuke completed the restoration of a New York Central Dressel kerosene switch lamp acquired from the estate of John Virgilio. Annual Rules Class was held at the 40&8 Club on March 4, conducted by Operations Supt. Dave Scheiderich. Scott Gleason and Mike Guglielmo installed a new drop-down air line for the Construction area inside the



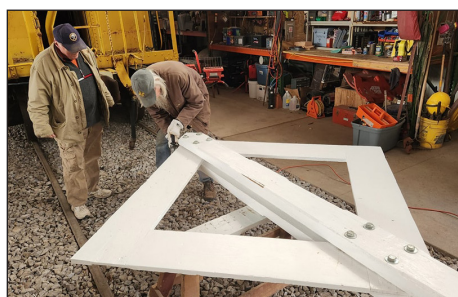
**LEFT:** Annual Rules Class was held on March 4, conducted by David Scheiderich.



**LEFT:** Mike Guglielmo, Tim Gifford, Scott Gleason, and Rick Auburn installing fencing to expand our Railfan Overlook area on March 25.

**BELOW LEFT:** Your museum hosted Easter Bunny Train Rides to sold-out crowds on April 8.

**BELOW:** The New York Central crossing sign got its first coat of paint on April 11. Ernie Cole and Rick Auburn are installing the top cap that will help shed rain and snow. This sign used to guard a crossing at State Street downtown.



Overlook area. Mark Bowen and Greg Lund helped Joe Nugent perform a 92-day inspection on R&GV 54. Rand Warner and Dave Luca organized parts inside Rochester Subway Car 60. Jim Johnson, Tim Gifford, Mike Guglielmo, and Scott Gleason ran wire for the new Track 7 circuit. John Stewart, Jeremy Tuke, Bob Lipman, and Dave Shields staffed a table at the Batavia Train Show to promote our museum activities on March 26. On March 28, Rick Auburn, Charlie Marks, and Scott Gleason installed a new gate post at the north end of the Railfan Overlook. Ernie Cole and Mark Bowen worked on the New York Central diamond crossing sign. Jeremy Tuke, Rick Auburn, and Scott Gleason replaced ties used a bumping blocks in the parking lot.

**APRIL 2023:** More than a dozen volunteers turned out for Operations Orientation Class on April 1. Adam Lloyd, Mike Guglielmo, and Scott Gleason worked on the PRR position-light signal at Switch 6, dismantling the heads and mast and bringing them into the Restoration Shop for repair. Rick Auburn worked on the wooden wedges to support the tank on EKCX 52. Charlie Marks installed the new gate at the north end of the Railfan Overlook. On April 3, Jackson Glozer and Otto Vondrak performed switching moves in the Upper Yard to rearrange exhibits and assemble the revenue train for public operations. Mike Guglielmo applied a coat of yellow to the post that will support new power outlets on Track 7. On April 4, Ernie Cole continued work on the NYC diamond crossing sign, applying wood filler as needed. Rick Auburn and Kurtis Hooey spread crusher fines on the driveway between Track 6 and 7. Charlie Marks installed a gate post at the north end of the Railfan Overlook with Scott Gleason and Mark Bowen. Otto Vondrak, Mark Bowen, Kurtis Hooey, and Scott Gleason repaired and extended the curbing in the boarding area along Track 9. On April 8, your museum opened the season with Easter Bunny Train Rides, thanks to volunteers Greg Lund, Dave Kehrer, Joe Steimer, Brandi Marino, Eliot Marino, Mike Byrne, Chris Playford, John Stewart, Duncan Richards, Dave Peet, John Guglielmo, Tony Mittiga, Michael Mittiga, Dave Avery, Mark Amann, Dave Shields, and others. On April 11, Dave Kehrer, Scott Gleason, Jeremy Tuke, Bill Marcotte, and Tim Gifford helped relocate stacks of new ties to storage just north of Switch 6. Ernie Cole applied primer to the NYC dia-





**ABOVE LEFT:** Scott Gleason graded a new expansion of our exhibit area alongside the Signals Exhibit on April 18. **ABOVE MIDDLE:** On May 5, FastSigns of Henrietta installed the “New York Central” lettering salvaged from Batavia station, plus a new sign identifying the Restoration Shop to our visitors. **ABOVE RIGHT:** Two new 40’ shipping containers were landed on the east side of the Restoration Shop to provide a better solution for long-term storage than the retired trailers we had been using for the last 30 years.

mond crossing sign. John Redden worked on brake parts for Rochester Subway Car 60. Scott Gleason graded the embankment along the Signals Exhibit Car. On April 15, Dave Kehrer and Scott Gleason clean up the stacks of rail along the property line south of the Restoration Building. Erie Cole and Rick Auburn applied the first coat of white paint to the NYC crossing sign, and installed the cap on top of the sign to help shed rain on April 18. Bill Marcotte fabricated a part for Rochester Subway Car 60. Scott Gleason removed a boulder and graded the embankment along the Signals Exhibit Car, and Otto Vondrak set stakes for locations of new fence posts. John Redden installed new wooden wedges to support the tank on EKCX 52. Mark Charles presented “Lehigh Valley Steam in Ithaca” at our April 20 member meeting. On April 22, Adam Lloyd, Scott Gleason, and Bill Marcotte reinstalled the PRR position-light signal at Switch 6. Dale Hartnett stripped old paint from pieces of interior trim for Car 60. On April 25, your museum hosted a private tour for Monroe 2 Orleans BOCES. Charlie Marks mowed the depot lawn. Ernie Cole applied a coat of primer to a New York Central lineside telephone box. John Redden worked on the brake manifold for Car 60. Charlie Marks applied sealer to the wooden walkways on EKCX 52. On April 29, your museum hosted a Buffalo Day Trip organized by Trips Chairman David Drury to visit Lehigh Valley Williamsville Depot, Railroad Museum of the Niagara Frontier, BR&P Orchard Park Depot, and WNYRHS Heritage Discovery Center. Jeremy Tuke, Scott Gleason, Tim Gifford, and Mike Guglielmo relocated the empty storage trailers from alongside the Restoration Shop. Chuck Whalen applied primer to the top hood of USA 1843.

**MAY 2023:** On May 2, Otto Vondrak applied fresh vinyl lettering to the restored

NYC crossing sign. Scott Gleason used the auger to dig holes for fenceposts alongside the Signals Exhibit Car. Ernie Cole applied a coat of black paint to the top of the NYC phone box. John Redden and Rand Warner worked on the air brake manifold for Car 60. Rick Auburn took measurements for a new fender for Car 60. On May 5, FastSigns of Henrietta completed the installation of the “New York Central” letters from Batavia station on the Restoration Shop — thanks to Lynn Heintz for salvaging the letters 20-plus years ago, and Charles Rothbart for managing the replacement of missing letters and installation. On May 6, the NYC crossing sign was installed alongside Track 6 crossing, thanks to Ernie Cole, Adam Lloyd, Scott Gleason, Mike Guglielmo, Charlie Marks, and Bill Marcotte. Charlie Marks, Adam Lloyd, Scott Gleason, Otto Vondrak, Bill Marcotte, and Mike Guglielmo installed gate posts at the driveway at the Railfan Overlook. Dale Hartnett cleaned wooden interior trim pieces for Car 60, while Dave Luca drilled out rivets holding a damaged gusset, and Bill Marcotte fabricated a new piece. Mike Guglielmo, Scott Gleason, and Adam Lloyd spread gravel along the east side of the Restoration Shop where the new storage containers will be landed. Sam Rosenberg, Perry Bertsch, and Chuck Whalen filled the radiators and prepared LA&L 20 for service. Chuck Whalen and Sam Rosenberg applied primer to the hood of USA 1843. A contingent of volunteers consisting of Duncan Richards, John Redden, Jim Hayes, Rand Warner, and Greg Lund helped rebuild display tracks at the Railroad Museum of the Niagara Frontier in North Tonawanda with Randy Bogucki (himself a past museum member). On May 9, Bernie Beikirch, Charlie Marks, Rick Auburn, Scott Gleason, and Dave Kehrer set fence posts alongside the Signals Ex-

hibit Car and hung the new gate across the driveway. Fence rails were installed as well, and a gate at the south end alongside the car. Dave Luca and Rand Warner, Mike Brienza, worked on bracing the south end of Car 60. Dave Kehrer, and Dave Chapus, Jim Hayes, Justin Carmona, John Redden, and Rand Warner changed out ties on Track 9. On May 13 your museum hosted Mother’s Day Train Rides, thanks to volunteers David Kehrer, Jerry Tusch, Christopher Playford, Joseph Steimer, David Peet, John Guglielmo, Ira Sacher, Brandi Marino, Otto Vondrak, and others. On May 16, Charlie Marks, Ernie Cole, Rick Auburn, Chuck Whalen, Mike Guglielmo, Scott Gleason, and Bill Marcotte completed the fence project in the Overlook area. Scott Gleason, Jeremy Tuke, and Mark Bowen supervised the landing of two 40’ storage containers on the east side of the Restoration Shop. Our May 18 museum meeting featured a presentation on Montana Rail Link by members Joe Cermak, Jackson Glozer, and Charles Rothbart. Your museum hosted Rails & Ales on May 20, thanks to volunteers Gregory Lund, Jeremy Tuke, John Stewart, Jeff Davenport, Christopher Playford, David Scheiderich, Mike Byrne, Dave Peet, John Guglielmo, Rick Israelson, Brandi Marino, Otto Vondrak, and others. We hosted a Members Picnic on May 21, featuring a special photo op with our diesel train and the NYMT trolley at the Loop Switch, thanks to volunteers Jackson Glozer, David Kehrer, Dave Peet, Otto Vondrak, and others. On May 30, John Stewart and Jeremy Tuke helped liberate the last of the railroad artifacts purchased from the Virgilio Estate.

**JUNE:** On June 2, volunteers performed switching moves in the Upper Yard to reposition exhibits in the yard and projects in the shop. On June 3, your museum hosted the first edition of Trains & Trolleys at





**LEFT:** A special photo op set up for our Members' Day Picnic on May 21, featuring RGV 54 and Erie caboose C254 posed at the Loop Switch with New York Museum of Transportation trolley 161.

**BELOW LEFT:** On June 10, we ran special train rides to BOCES Crossing, connecting to a hayride to a tour of A Horse's Friend stables.

**BELOW MIDDLE:** On July 6, Livonia, Avon & Lakeville CEO Bob Babcock visited our museum, along with General Manager Corey Zeh, for a tour of our railroad. We put together a special train consisting of former LA&L Alco RS-1 20 and caboose 2603.

**BELOW:** On July 10, Despatch Shops 0-4-0T 5 was delivered to our museum by truck, and placed on live rail for the first time since 1954! Spending its entire career at Despatch Shops in East Rochester, it was purchased from the estate of John Virgilio in 2022.



Twilight thanks to volunteers Charles Bell, Dave Kehrer, Greg Lund, Charles Rothbart, Brandi Marino, Eliot Marino, John Stewart, Ira Sacher, David Peet, Otto Vondrak, and others. On June 6, several volunteers helped clean out the old Motive Power storage trailer including Joe Nugent, David Scheiderich, Charles Rothbart, Scott Gleason, Mark Bowen, Joel Poplawski, Rick Auburn, and Jeremy Tuke. Dale Hartnett stripped paint from wooden parts of Rochester Subway Car 60, while Rand Warner, Mike Brienza, Rob Burz, John Redden, and Bill Marcotte worked on the south vestibule. On June 8 we hosted a private tour for guests from Alstom, thanks to volunteers Jerry Tusch, David Kehrer, Dave Shields, and Otto Vondrak. On June 10 you museum hosted Train Rides to A Horse's Friend, thanks to volunteers David Kehrer, Dave Peet, Duncan Richards, Jackson Glozer, Joe Steimer, and others. On June 13, Charlie Marks test fit a new window sill on the NYC caboose. Bill Marcotte, Justin Carmona, and Rick Auburn fabricated parts for the fender on Car 60. On June 15, our museum meeting was hosted at the museum, thanks to volunteers Sam Rosenberg, Justin Carmona, Otto Vondrak,

and others. Your museum hosted Fathers Day Train Rides on June 17, thanks to volunteers David Kehrer, Duncan Richards, Otto Vondrak, Dave Peet, Brandi Marino, John Guglielmo, and others. On June 20, Rob Burz and Rand Warner worked on the south vestibule of Car 60, while Bill Marcotte fabricated a new fender, and Dale Hartnett stripped paint off wooden parts. On June 24, your museum hosted Diesel Train Rides, thanks to volunteers Brandi Marino, Mark Bowen, Dave Avery, Otto Vondrak, Dave Peet, John Guglielmo, and others. Scott Gleason, Adam Lloyd, and Mark Bowen did some clean up in the Construction Yard. Bernie Beickirch and Charlie Marks worked on the NYC caboose repairs. Bill Marcotte fabricated parts for Car 60. Scott Gleason installed a compressed air line.

**JULY:** On July 1, your museum hosted the second edition of Trains & Trolleys at Twilight, thanks to volunteers Jackson Glozer, Dave Kehrer, John Stewart, Ira Sacher, Dave Peet, Brandi Marino, Charles Bell, Otto Vondrak, and others. On July 3, Jackson Glozer, Rick Auburn, and Otto Vondrak removed interior fixtures from inside Baltimore & Ohio caboose C2493.

John Redden made repairs to the air brake manifold for Car 60, while Dave Luca and Bill Marcotte made repairs to the south vestibule. Sam Rosenberg, Jackson Glozer, and John Redden pre-lubed USA 1843 prior to start-up. Bernie Beickirch sanded off old paint on the west side of the NYC caboose, while Charlie Marks installed window trim. On July 5, Justin Carmona and Otto Vondrak performed switching moves in the Upper Yard to put together a special train for new LA&L president Robert Babcock and general manager Corey Zeh, who toured the museum on July 6. On July 10, your museum took delivery of Despatch Shops 0-4-0T No. 5 (purchased from the Virgilio Estate in 2022), while Brooklyn Navy Yard 0-4-0T No. 12 was picked up to be delivered to its new home at Symans Enterprises in Dunkirk, N.Y. On July 13, Dale Hartnett stripped paint from a set of doors for Car 60, while Mary Strodl made repairs to the south vestibule. On July 15, your museum hosted Princess & Superhero Train Rides, thanks to volunteers Mike Root, Ira Sacher, Dave Peet, Otto Vondrak, Jackson Glozer, Chris Playford, Bill Marcotte, Jeff Davenport, Brandi Marino, Justin Carmona, Sam Rosenberg, and others.





Ernie Cole and Charlie Marks reviewed our fire extinguisher maintenance and inspection program with Irondequoit Fire Extinguisher on July 18. On July 19, our museum hosted another private charter for Alstom, thanks to volunteers Sam Rosenberg, Otto Vondrak, and Charles Rothbart. Our July 20 Museum Meeting was hosted at the museum, along with “rare mileage” up to NYMT, thanks to volunteers Sam Rosenberg, Otto Vondrak, and others. Your museum hosted Diesel Train Rides on July 22, thanks to volunteers Dave Avery, Ira Sacher, Dave Peet, Otto Vondrak, Brandi Marino, Ernie Cole, and others. Joe Nugent, Dave Scheiderich, and Justin Carmona traveled to Adirondack Railroad in Old Forge to help reassemble NYC 8255. Bill Marcotte, Rand Warner, Mike Brienza, , and Dave Luca worked on the south vestibule of Car 60 on July 25. Charlie Marks installed window trim on the NYC caboose, while Bernie Beikirch continued to remove old paint from the west side. On July 27 Rob Burz installed a retractable compressed air connection in the Metal Shop area. Joel Poplawski installed a “dummy” semaphore in the Signals exhibit. Mark Bowen and Jeremy Tuke palletized parts for Despatch Shops 5.

**AUGUST:** Volunteers Greg Lund and Duncan Richards cut back brush in the Hill Block in the Railfan Overlook area on August 1. Dave Chapus, John Redden, Rand Warner, and Mark Bowen replaced ties in the Hill Block. The third edition of Trains & Trolleys at Twilight was held on August 5, thanks to volunteers Dave Kehrer, Justin Carmona, Ernie Cole, Ira Sacher, Joe Steimer, John Stewart, Eliot Marino, Brandi Marino, Dave Peet, Otto Vondrak, and others. On August 8 Charlie Marks repaired windows on the NYC caboose, while Bernie Beikirch, Bill Marcotte, and Rick Auburn removed paint from the exterior. Rand Warner, Mike Brienza, Dave Luca, and Joel Poplawski worked on removing the rear bolster bolts on Car 60. Chuck Whalen painted

**ABOVE:** The former New York Central “Empire State Express” cars departed RGV for their new home at Fort Wayne Railroad Historical Society in Indiana on August 29.

**ABOVE RIGHT:** Member Adam Lloyd purchased Conrail caboose 21273, delivered to RGVRM by Winters Rigging on August 31.

**RIGHT:** Bad traction motor combos were swapped out for good ones on September 8, reversing damage incurred during shipping to our museum in 2001.

journal box covers to be used on repairs to RGV 54. Scott Gleason, Jeremy Tuke, Joe Nugent, Mark Bowen, and Sam Rosenberg completed the clean-out of the old Motive Power storage trailer. On August 12, your museum hosted Train Rides to A Horse’s Friend. On August 15, Perry Bertsch, and Chuck Whalen removed the stairs and pilot plates from RGV 54 in anticipation of the scheduled truck swap. Dave Luca, Joel Poplawski, and Rand Warner worked on removing the rear bolster bolts from Car 60, while Dale Hartnett stripped paint from a set of doors. Scott Gleason and Jeremy Tuke moved empty storage trailers down to the Construction Yard. Charles Rothbart supervised repair of the semaphore signal by retired maintainer Tom Guile in the Hill Block. Bernie Beikirch, Rick Auburn, and Charlie Marks removed paint from the exterior of the NYC caboose. Our August 17 meeting was held at the museum, including rare mileage to NYMT and a private tour, thanks to volunteers Jerry Tusch, Sam Rosenberg, Justin Carmona, Otto Vondrak, and others. On August 19 your museum hosted Classic Car Show & Train Rides, thanks to volunteers Jeremy Tuke, Mark Bowen, Otto Vondrak, Brandi Marino, Dave Peet, John Guglielmo, and others. On August 26, your museum hosted Diesel Train Rides, thanks to volunteers Ira Sacher, Mike Root, Chris Playford, Jeff Carpenter, Dave Peet, Brandi Marino, and others. Several museum members were present on August 30 to bid fond farewell as our New



York Central Empire State Express cars were picked up by Livonia, Avon & Lakeville as they began their journey to their new home at the Fort Wayne Railroad Historical Society in Indiana. On August 31, museum member Adam Lloyd took delivery of Conrail caboose 21273 from Winters Rigging.

**SEPTEMBER:** On September 2, Sam Rosenberg, Chuck Whalen, and Bill Marcotte were preparing the trucks of RGV 54 for disassembly. John Talty applied a coat of green paint to our picnic tables in the Upper Yard. Charlie Marks led some RIT students in removing exterior paint from the NYC caboose. On September 3, Joe Nugent disconnected the traction motor leads on RGV 54. On September 5, Justin Carmona and Otto Vondrak performed switching moves to put together the train for our Caboose Day event. On September 8, museum volunteers performed a traction motor combo swap on RGV 54, thanks to Joe Nugent, Sam Rosenberg, Justin Carmona, Scott Gleason, Jeremy Tuke, Jim Johnson, Bill Marcotte, Dave Scheiderich, Mark Bowen, Luther Brefo, Otto Vondrak, and others, in cooperation with C.P. Ward donating use of a crane. On September 9, your museum hosted Caboose Day Train Rides, thanks to volunteers Eliot Marino, Brandi Marino, Dave Peet, Dave Kehrer, Jeffrey Condell, Otto Vondrak, and others. On September 12, your museum operated a private charter for member Justin Carmona to propose to his fiancée Kiara (she said “yes!”). On September 16 your museum hosted Scouting



Around Train Rides, thanks to volunteers Otto Vondrak, Dave Peet, Jeremy Tuke, Dave Shields, Jeff Davenport, and others. The rear truck from Rochester Subway Car 60 was pulled out so the bolster could be repaired, thanks to Bill Marcotte, Mike Guglielmo, Rand Warner, Dave Luca, John Redden, Joel Poplawski, Mary Strodl, and Jeremy Tuke. Mark Bowen and Chuck Whalen reattached one of the pilot plates and steps on RGV 54. Jim Gaylord, Bernie Beikirch, and Brandi Marino applied paint to the exterior of the NYC caboose. On September 21 Jeannie Glozer planted flowers in the planters at the depot. On September 23, your museum hosted Rails & Ales Train Rides, thanks to volunteers thanks to John Stewart, Dave Peet, Dave Scheiderich, Dave Coon, John Guglielmo, Leandra Shelton, Brandi Marino, Otto Vondrak, and others. On the night of September 23, your museum hosted a special night photo session, thanks to volunteers Jackson Glozer, Charles Rothbart, Otto Vondrak, Justin Mulford, and Bill Monaghan for providing lighting. On September 24, Sam Rosenberg, Jackson Glozer, Charles Rothbart, and Otto Vondrak performed switching moves

to put everything back where it belonged. On September 26, Otto Vondrak and Brandi Marino applied a fresh coat of paint to the east side of the NYC caboose, while Charlie Marks and Bernie Beikirch sanded the west side. John Talty and Ernie Cole made some repairs to our fences around the property. John Redden and Dave Chapus changed out a tie in the Hill Block. John Talty applied a fresh coat of paint to our picnic tables in the Overlook. Bill Marcotte and Mary Strodl cut apart the rear bolster of Car 60. On September 30, Charlie Marks, Jim Gaylord, and John Talty applied a fresh coat of paint to the NYC caboose, while Gerry Jewels performed a COTS on the brake system. Tim Gifford and Scott Gleason performed clean up around the property. Your museum also hosted a day trip to ride Finger Lakes Railway from Canandaigua to Clifton Springs and return, thanks to volunteer Dave Drury for organizing the event.

**OCTOBER:** On October 3, Jeremy Tuke, Scott Gleason, and Chuck Whalen reattached the pilot plate to the south end of RGV 54, while Jim Johnson made the electrical connections to restore power to all four motors. Dave Luca and Rand Warner

cleaned debris from the rear truck of Car 60. Bernie Beikirch, Jim Gaylord, Brandi Marino, Jeremy Tuke, and Otto Vondrak applied a fresh coat of paint to the NYC caboose, while Sam Rosenberg performed a single car air test. On October 7, Dave Scheiderich and Jeff Davenport performed switching moves to rearrange exhibits. Rob Burz fabricated railings for the step outside of the depot. Rick Auburn repaired exhibit stanchions. Bill Marcotte cut apart the rear bolster from Car 60. On October 10, Rick Auburn and Otto Vondrak built a new entrance for the Pumpkin Patch in the Overlook. Tim Gifford made repairs to the M150 work truck. Charlie Marks and Jim Gaylord organized and cleaned the Wood Shop area. Bill Marcotte and Bernie Beikirch cut more pieces from the bolster of Car 60. Mark Bowen, Joel Poplawski, and Sam Rosenberg tested the air brakes on RG&E 8. Your museum operated a private charter with LA&L 20 for a group of railfans from the United Kingdom visiting several Alco operations across the region. Rand Warner and Bill Marcotte led a group of apprentices from the Sheet Metal Workers Union to work on the roof of Car 60. Your museum hosted Pumpkin Patch Train Rides on October 14 and 15, thanks to volunteers Tom Brazda, Chris Playford, Gary Smith, Dave Shields, Duncan Richards, John Guglielmo, Brandi Marino, Eliot Marino, Charlie Marks, Greg Lund, Jeremy Tuke, Jim Gaylord, Tony Mittiga, Monica Lloyd, Lisa Talty, John Talty, Dave Peet, Jeffrey Condell, Peter Ow, Jeff Davenport, Rick Israelson, John Stewart, Jim Hayes, and others. Long time member Roy Wullich presented about FMW Solutions' activities in the world of steam and railway preservation around the



**LEFT:** Rochester Subway Car 60's rear truck was carefully removed from the body so the bolster can be repaired on September 19.



**BELOW LEFT:** Your museum hosted "Scouting Around" Train Rides to honor the Scouting program on September 16.

**BOTTOM LEFT:** Our popular Rails & Ales event returned on on September 23 to sold out crowds.

**BOTTOM:** Lehigh Valley 211 meets LA&L 20 during our night photo session on September 23. Lighting was provided by Bill Monaghan, Jr.





# How Did We Do?

In 2023, your museum enjoyed a successful season, but with reduced admissions and income compared to the year previous. Income from museum admissions was \$100,879, down less than 1% from 2022's total of \$101,625. Sale of Cab Passes to ride in the locomotive with the engineer brought in an additional \$XXX. We operated three private charters bringing in \$800.

Donations were down this year by 27%, totaling \$22,797. Grant awards totaled \$5,461.

Your museum hosted public operations on 28 days spread out over 22 weekends. If you take our gross income from admissions divided by the number of operating days, you get an average of \$3,602.82, a 15% decrease over 2022's daily average of \$4,234.37.

Average daily attendance attendance for

## 2022 GROSS ADMISSIONS

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

## 2022 DONATIONS

Donations . . . . .	\$31,470.00
Grants. . . . .	3,900.00
<b>TOTAL . . . . .</b>	<b>35,370.00</b>

## 2022 ATTENDANCE (PAID ADMISSION)

<b>24-DAY TOTAL . . . . .</b>	<b>5,715</b>
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2023 was 206, compared to 238 in 2022, and 311 for 2021. Accounting for some of these decreases is the cancellation of our September steam event (as the locomotive was unavailable) as well cold and rainy conditions throughout the month of October that slashed attendance for Pumpin Patch Train Rides in half. This was also the first season shifting to a (mostly) Saturday schedule for operations.

## 2023 GROSS ADMISSIONS

Museum Admission. . . .	\$100,879.00
Cab Pass . . . . .	595.00
Private Charters . . . . .	800.00
<b>TOTAL . . . . .</b>	<b>\$102,274</b>

## 2023 DONATIONS

Donations . . . . .	\$22,797
Grants. . . . .	5461
<b>TOTAL . . . . .</b>	<b>28,258</b>

## 2023 ATTENDANCE (PAID ADMISSION)

<b>28-DAY TOTAL . . . . .</b>	<b>5,755</b>
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Our museum continues to operate on a solid financial footing, investing in several capital projects over the course of the year and maintaining our consistent operating schedule. As we engage our marketing company to help better promote our events and try new combinations of promotions, we look forward to some modest growth in 2024. Thanks to Dave Peet for the data. 📊

—O.M.V.

country at our October 19 museum meeting. Your museum hosted Pumpkin Patch Train Rides on October 21 and 22, thanks to volunteers Sam Rosenberg, Dave Avery, Justin Carmona, Lisa Talty, John Talty, Chris Playford, Brandi Marino, Eliot Marino, Tom Brazda, John Guglielmo, Charlie Marks, Monica Lloyd, Tony Mittiga, David Kehrer, Scott Gleason, Duncan Richards, Dave Peet, Jim Gaylord, Justin Mulford, Jeffrey Condell, and others. Bill Marcotte and Mary Strodl worked on the new rear bolster for Car 60, while Rand Warner and Dave Luca continued cleaning and painting the rear truck. Charlie Marks sanded down the old paint on the TC tool car, while Chuck Whalen primed and painted areas of the RG&E 8's hood. Jeremy Tuke and Rick Auburn cleared debris from the storm drains on Route 251. On October 28-29, your museum hosted Pumpkin Patch Train Rides thanks to volunteers Charles Bell, Jeremy Tuke, Jerry Tusch, Dave Avery, Joe Steimer, Dave Gwilt, Lisa Talty, John Talty, Brandi Marino, Dave Peet, John Guglielmo, Charlie Marks, Graeme Britton, Ethan Britton, Tony Mittiga, Monica Lloyd, Jackson Glozer, Duncan Richards, Justin Mul-



**ABOVE:** Pumpkin Patch Train Rides ran three weekends in October. Attendance was significantly down compared to previous years due to cold, rainy weather the whole month.

**ABOVE RIGHT:** Switch Tender Jerry Tusch passes a highball signal to conductor Joe Steimer as the train passes Switch 6 on October 28.

**RIGHT:** On November 5, LA&L delivered three donated pieces of equipment, including snow plow 4410, work flat 4400, and Alco S-2 72.

ford, Jim Hayes, David Kehrer, and others.

**NOVEMBER:** On November 5, our friends at Livonia, Avon & Lakeville Railroad delivered three new donations to our museum collection, including Work Flat 4400, Snow Plow 4410, and Alco S-2 72.



On November 7, Jim Gaylord and Bernie Beikirch applied a coat of primer to the TC tool car. Bill Marcotte and Joel Poplawski cut parts for the rear bolster of Car 60. Chuck Whalen re-attached the doors for the compartment under the cab of RG&E





**TOP LEFT:** Our sold-out Santa Train Rides to the North Pole were operated on December 8, 8, 15, and 16. Car host Mike Byrne poses with Mrs. Claus and Santa Claus at Industry. **ABOVE LEFT:** Everyone enjoys visiting with Santa Claus at the North Pole (Midway Station)! **ABOVE:** The equipment stored in the Upper Yard is covered by a light blanket of snow on December 19, 2023.

8. On February 13, Bill Marcotte continued fabrication of the rear bolster for Car 60. Jim Gaylord and Bernie Beikirch complete the first coat of yellow paint on the TC tool car. November 16 was our Annual Elections and Members Slide Night held at the 40&8 Club. On November 18, Bill Marcotte continued fabrication of the rear bolster for Car 60. A switch crew consisting of Sam Rosenberg and Jeremy Tuke helped move Despatch Shops 0-4-OT 5 to the Upper Yard, while a second crew consisting of Justin Carmona, Perry Bertsch, and David Scheiderich rearranged exhibits in the Upper Yard, and behind the Shop. On November 21, Rick Auburn replaced our miter saw with a larger model in the Wood Shop, while John Talty and Ernie Cole rebuilt step boxes for outdoor exhibits. Scott Gleason brought up a load of crusher fines to repair the platform at Midway. Bill Marcotte, Rand Warner, Dave Luca, and others reunited the rebuilt bolster with the rear truck of Car 60. On November 28, Bernie Beikirch continued to remove rotten wood and debris from inside the B&O caboose. Scott Gleason and Mark Bowen organized parts and tools in the Construction Dept. workshop area. Chuck Whalen cleaned a blower motor for RG&E 8.

**DECEMBER:** Your museum hosted its Annual Members' Christmas Party at the depot with train rides on December 1, thanks to train crew Sam Rosenberg and

Otto Vondrak. On December 2, Chuck Whalen primed blower motors for RG&E 8. Scott Gleason and Adam Lloyd organized trailers and stored items in the Construction Yard. Rand Warner and Dave Luca applied primer to the rear bolster of Car 60. Bernie Beikirch removed debris from inside the B&O caboose. Joel Poplawski wire-wheeled the new cast base for the relay cabinet for the southbound signal at Switch 6. A crew of volunteer elves headed up to the North Pole to help get it ready for visitors on December 5, including Ernie Cole, Scott Gleason, Jeremy Tuke, Charlie Marks. Dale Hartnett helped clean debris from the rear truck of Car 60. On December 8 and 9, your museum hosted Santa Train Rides to the North Pole, thanks to volunteers Tom Brazda, Peter Owh, David Kehrer, Jerry Tusch, Lisa Talty, John Talty, Colleen Talty, Dave Peet, Justin Mulford, Brandi Marino, Jeff Davenport, Jeff Carpenter, Jeremy Tuke, John Stewart, Mike Byrne, and Otto Vondrak. Santa Train Rides continued on December 15 and 16, thanks to volunteers Jeff Davenport, Sam Rosenberg, Jeff Carpenter, Justin Mulford, Lisa Talty, John Talty, Brandi Marino, John Guglielmo, Justin Carmona, Jim Hayes, John Stewart, and Otto Vondrak. On December 19, Jim Gaylord and Bernie Beikirch continued to remove debris from inside the B&O caboose. Sam Rosenberg and Chuck Whalen plumbed air bake piping under the cab of

RG&E 8. Bill Marcotte, Petty Bertch, and Mary Strodl rebuilt the metal press in the Metal Shop. Ernie Cole repaired our wooden display stanchions. Jeremy Tuke and Scott Gleason worked on the new utility truck (M450), preparing the tool boxes and other items for use. Perry Bertch worked on the relay cabinet for the southbound signal at Switch 6. On December 21, member Greg Lund presented photos from his recent trips to Montana Rail Link at our monthly meeting. On December 30, Chuck Whalen installed blower motors inside RG&E 8. Jim Johnson and Mike Guglielmo installed new LED lighting in our inspection pit. 9

*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 2024 (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:** Built by Vulcan in 1924 for Despatch Shops in East Rochester, it was retired and sold to Rochester Iron & Metal in 1955 for scrap. John Virgilio saved it in 1965, and our museum purchased it from his estate in 2022. Scott Symans delivered No. 5 to us on July 7. OTTO M. VONDRAK PHOTO





THE SEMAPHORE

ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

P.O. BOX 23326

ROCHESTER, NY 14692-3326

**NEXT MEETING:**

**March 21, 2024**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

**PLAN AHEAD:**

**April 18, 2024**

933 UNIVERSITY AVE, ROCHESTER, N.Y.

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

## 2024 R&GV MUSEUM SCHEDULE

*Please note dates and activities are subject to change.*

*Please visit our web sites at [www.rgvrrm.org](http://www.rgvrrm.org) and [www.RochesterTrainRides.com](http://www.RochesterTrainRides.com) for details.*

Mar. 9 - Annual Rules Class

Mar. 23 - Volunteer Training and Orientation Day

Mar. 30 - Easter Bunny Train Rides

May 4 - Conrail Private Charter

May 11 - Mothers Day Train Rides

May 18 - Rails & Ales

June 1 - Trains & Trolleys at Twilight 1

June 8 - Donut Day Train Rides

June 15 - Fathers Day Train Rides

June 22 - Princess & Superhero Train Rides

July 6 - Trains & Trolleys at Twilight 2

July 13 - Witches & Wizards Train Rides

July 20 - Trains, Trucks & Tractors Train Rides

July 27 - Ice Cream Train Rides

Aug. 3 - Trains & Trolleys at Twilight 3

Aug. 10 - Pizza Day Train Rides

Aug. 17 - Princess Tea Party Train Rides

Aug. 24 - Boxcars, Bands & Barbecue Train Rides

Sept. 7-8 - Real Steam Train Rides

Sept. 14-15 - Real Steam Train Rides

Sept. 20 - NMRA Private Charter

Sept. 21 - Oktoberfest Rails & Ales

Sept. 28 - Rush Fall Festival

Oct. 12-13 - Pumpkin Patch

Oct. 19-20 - Pumpkin Patch

Oct. 26-27 - Pumpkin Patch

Dec. 7-8 - Santa Trains

Dec. 14-15 - Santa Trains

**Full details and tickets at [RochesterTrainRides.com](http://RochesterTrainRides.com)**