



The Semaphore

February 1996
Volume 38
Number 6

Newsletter of the Rochester NY Chapter, National Railway Historical Society

February Program

The next membership meeting will be held at the 40 & 7 Club on February 15. The program for February, titled **"RAILROAD LANTERNS - Everything you want to know about them, but were afraid to ask"**, will be a lecture with examples by chapter member Jeremy Tuke. He will discuss the history of railroad lanterns: early railroad needs for signalling as night operations increased; the development of RR lanterns, including design improvements, fuel improvements, different styles; the types of lanterns and how were they used; the various manufacturers and Rochester's contributions; the private collecting and care of RR lanterns. Jeremy will have on display 25-30 lanterns from his private collection at this meeting. Bring your questions and learn all about this unique piece of railroad history.

The March meeting program will be a membership participation night. Plan on bringing a small selection of slides (approximately 15-30) to share with the audience. In honor of the upcoming 25 year celebration of our Chapter ownership of the depot, please bring any depot slides you may have covering the past 25 year history of it's restoration. We would also appreciate any older depot slides depicting operation under previous railroad ownerships in bygone days.

Program Committee

Jack Matsik (Chairman)	442-6229
Bill Limburg	586-9470
Dan Cosgrove	352-6931
Dave Luca (Board liaison)	288-0318

The Committee welcomes suggestions and ideas for future programs at forthcoming meetings at the 40&8 Club. Just contact any of the above committee members.



The Chapter's Transfer caboose and RG&E #1941 at Charlotte in a Conrail train. At the time of this photo, #1941 was on its way to the NRHS Museum. *Duncan Richard's photo*

Chapters Museum Receives Caboose Donation from Conrail

by John Redden

On Thursday, the 14th of December, the Chapter received a nice Holiday gift from Conrail, in the form of a 'transfer' caboose. This car, CR 18526, is of particular interest to the Rochester Chapter because it has a great deal of local history tied to it. It also complements our collection in several important ways: it adds another major caboose design-type to the collection (we now have wooden-cupola, steel-cupola, steel bay-window, and transfer); it is the newest caboose in the collection, by over two decades; it was manufactured locally by and for a regional railroad with significant operations in the Rochester area (Penn-Central). Perhaps most important, we believe that this car is nearly perfect design for our NYMT-to-Industry passenger train operation over the R&GVRR. It has large platforms on the ends of the car for those rare sunny Rochester days, and has

plenty of inside accommodation for those times of inclement weather.

This car started life many years ago as a standard boxcar. In 1969, it was re-manufactured at the Despatch Car Shops in East Rochester into a Penn-Central class N-11 transfer caboose. Several of our current and former Chapter members worked on building this class of caboose. In recent years, this car was used in local service in and around Rochester. As a matter of fact, it was actually used in 1991 on the local freight that picked up our 45-ton engine from RG&E's BeeBee power station! We have photographic proof of this, courtesy of Duncan Richards, in the depot office. (Photo reproduced above.) Most recently, it had sustained moderate damage in a derailment at Wayneport.

Although rather plain in appearance, these cabooses are well-equipped, es-

Continued on next page >>>

Transfer Caboose (Cont'd from Page 1)

pecially considering their intended (short-haul) use. Our car has an oil-fired stove, a chemical toilet, a sink, a water cooler, electric lights, and lockers for tools and clothing. It also is equipped with a nice high-back seat, with desk for the conductor, a bed, additional seating and a table. Mechanically, it is thoroughly up-to-date, with roller-bearing trucks and a modern brake system, as well a flashing rear-end marker unit.

Shortly after arrival at our yard, our Saturday crew went right to work on it. Within just a few days, the car was cleaned out, and they had the stove and internal lighting system working. One very pleasant surprise was that the worst of the derailment-related damage had been repaired before the car arrived at our yard in Industry. However, there is still some slight buckling of one carbody wall that needs to be straightened. We hope to correct this soon, using a hydraulic porta-power. There was also some graffiti on the sides of the body when it arrived, and most of this has been removed. The Preservation Committee is currently considering several options for its paint scheme. The as-built paint scheme was the standard Penn-Central caboose jade green. After the Conrail merger, it was painted their standard blue. If we are to retain an authentic appearance for this car, we will need go with either the P-C (green) or CR (blue) livery.

The Chapter owes a big THANK YOU to our friends at Conrail who were instrumental in having this donated to the Museum.

Track Car Training - 1996

by Jeremy Tuke, 359-8944

As the snow and winds are blowing, joint NRHS/NYMT museum operations for the 1996 season may seem a long way off, but now is the time to begin thinking about the upcoming museum season and the full plate of activities that we will have. There will be 26 operating Sundays in the 996 season, and again we will have a total of 52 "operator days" to be staffed to keep the

Membership Committee Report

Thomas A. Way, Chairman

Changes to Roster:

Rose Morrow, wife of James Morrow, signs on as a Spouse Member.

1996 Chapter Membership Status:

Full National & Chapter Membership:	64
Local Membership (National elsewhere):	0
Family Membership:	8
TOTAL:	72

What Happened? Last month we had 247 Members! This is the 1996 Membership Totals -- so far! If you ain't paid your Dues; you ain't a member. (My grammar school teachers would have loved that.)

Reminder:

Although the 1996 Dues Notices were late from National, the Discount Period still expires on February First.

track cars operating for our Museum patrons. We are all hoping that the 1996 season will bring increased patronage to our unique museum experience, and it will only be successful with YOUR support!

As of this writing plans are underway for the Spring training sessions, which will help ensure that all of the volunteer track motor car operators are well trained and familiar with safe operating practices before the actual season gets underway in early May. The training sessions are scheduled for the following dates:

March 23 and March 30: "Classroom" session only.

April 6: "Classroom" and Operator qualify session.

April 27: Operator qualifying sessions only.

Finally, May 4 will be a "catch all" session, where we will be finishing up operator qualifying prior to the Joint Museum opening. All sessions are tentatively scheduled to begin at **9:00 AM Sharp.**

"Classroom" sessions will involve review of operating procedures, museum procedures, safety and radio rules, and other general topics, followed by a test. Generally these sessions will last approximately 1-1/2 hours. Operator quali-

fying sessions will involve actual operation of the track motor cars up and down the line to re-acquaint and familiarize operators with the equipment. Operators must attend both sessions to be qualified for the 1996 season.

It is hoped that all of our members who helped to make the 1995 season a success will be available again this year, and we certainly encourage any member who is interested to consider signing up to operate. We will be working hard to have all of our equipment in tip-top shape and are looking forward to a fun season of track car trips. Please look for updates in subsequent issues of *The Semaphore*, or feel free to contact me evenings with any questions.

Wanted: Photos for 1997 Calendar

1996 has just begun, and already the Publications Committee, headed by Dan Cosgrove, is soliciting photos for the 1997 Chapter calendar.

These photos should pertain to railroad activity around the Rochester area, and be sharp (in focus), and preferably 8x10 size. Most desirable are those of historical significance (but yesterday is now history).

Contact Dan at 352-6931, whose address is: 48 Hillside Dr., Spencerport, NY 14559.

Rochester & Genesee Valley Railroad Museum

Rand Warner, Chairman, 425-8587

General:

Our Annual Year End Party held Saturday, 6 January, is now history. In spite of excess snow fall and very cold temperatures we did offer everything that was advertised -- good food, fun, fellowship, train rides, movies/videos, etc. Thanks to all those who made a heroic effort to pull this off successfully in spite of major obstacles.

Our big feature for the party was the coming out debut of the Erie Stillwell coach, complete with interior lighting, interior decorations and a beautiful, animated and lighted sign prepared by Bernie Cubitt. This car was used as the main car for the party, with chairs, tables, food layout, etc.

The other big attraction was our new INDUSTRY signs, made by Phil McCabe, recently installed by Dave Luca & Co., and especially lighted for our Year End Party by outside lights. Those signs really looked great. Bob Mader even got our track cars running in the snow that Saturday. Thanks to Bill Holland for rescuing us with his snow plow.

Stan Slade has some really neat HO boxcar kits for you HO fans, at his East Rochester Despatch Junction hobby shop. These cars have very high quality silk screening which clearly shows: "DESPATCH CAR SHOPS" and "MADE IN EAST ROCHESTER"

A great promo time for the upcoming 100th anniversary celebration of East Rochester in 1997.

This celebration will feature our restored model boxcar/reefer, and other interesting artifacts.

Jim Burlingame, of East Rochester Historical Society, indicates that our model boxcar/reefer restoration is almost complete, and the unit will be going on display in the Village Hall sometime this year, in advance of the celebration.

Visitor Operations

Supt: Don Shilling, 381-3171

Recent Progress:

Locomotive hauled revenue passenger trains operated in November/December and first cold weather tours were provided through Depot.

Near Term Plans:

Define improvements for 1996 season for visitor operations -- for land, buildings, exhibits, rides, signage, rolling stock, loading, tracks and car layouts.

Train Operations

Supt: John Redden, 594-2227

Recent Progress:

Locomotive hauled cabooses used in revenue passenger service in November/December NRHS to NYMT Detailed train operations plans developed and reviewed prior to kickoff of major events.

Near Term Plans:

Detail plans for integration of trolley operations.
Detail plans for integration of steam operations.
Begin testing and certification to new rule book.
Update instructor, operator and trainee lists.

Track & ROW

Acting Supt: Rand Warner, 425-8587

Recent Progress:

Sorting out eight pallets of track parts from Delphi project.
Staging switch stand timbers for replacement at NYMT switches.
Relocate passenger loading siding at NYMT to accommodate new loading ramps.

Near Future Plans:

Update inventory of available track parts.
Investigate options on possible new easements.

Define plans for drainage improvement along Conrail right-of-way.

Maintenance-of-Way Equipment

Supt: Norm Shaddick, 865-2773

Recent Progress:

Upgrade of TC #2 starter, carburetor, wiring and battery.
Delivery of Ford hi-rail, boom-dump truck.
Addition of air equipment to "Mader mobile".
Decking of Fairmont track crane and creation of crane tender car with rigging tool box.

Near Term Plans:

Make up new aluminum roof for "Roe mobile" track motor car.
Acquire motor parts to overhaul TC #2 track motor car.
Make Chevy High rail operational for running on track.
Use Kershaw snow broom in winter snow.
Make Ford hi-rail boom/dump truck fully operational
Investigate Jackson tamper, Kershaw snow broom, NYMT trackmobile or Ford hi-rail dump for use in ballast regulating.

Motive Power

Supt: John Redden, 594-2227

Recent Progress:

Determined one effective way of heating Fairbanks diesel for cold weather starting.

Near Term Plans:

Complete battery trickle chargers installation for all five diesel locos.
Relocate and inventory all locomotive spare parts.

Save this Date:

June 1

Reservations have been made at the Rochester Brew Pub for the upcoming Annual Banquet for Saturday, June 1

Construction Equipment

Supt: Joe Scanlon, 392-8841

Recent Progress:

Interior shelving set up in Flexivan trailer.
Work on Mack 10-wheel diesel truck.
Delivery of For hi-rail dump-boom truck.
Pick up and delivery from New Jersey of shop floor crane.

Near Term Plans:

Complete interior work on Flexivan trailer.
Prepared for erection of Flexiflo office building.
Plans for expansion on west side of Conrail.

Engineering Department

Supt: Jim Johnson, 467-1672

Recent Progress:

New fluorescent lights set up in drafting and computer areas.
Copier moved out to winter quarters.

Near Term Plans:

Define engineering needs to support activities of other functional areas in coming year.

Communications, Signals & Power

Supt: Neil Bellenger, 359-9985

Recent Progress:

Expanded power outlets on east side of Track #5, and on west side of Conrail for Flexivan trailer.
All weather fluorescent lights installed in Flexivan trailer.
Wiring of permanent signal relay box to be located at top of hill.

Near Term Plans:

Define modifications to hi-rail boom/dump truck to assist in electric overhead construction.
Put pup outside night light on west side of Conrail by Flexivan trailer.
Detail wiring requirements for trolley project.
Document wiring for signal project.

Buildings & Grounds

Supt: Dave Luca, 288-0318

Recent Progress:

Review various makes and types of construction and examples of steel buildings regarding new building program.
New INDUSTRY signboards installed on ends of Depot.
Door handles installed on Depot sliding doors.

Near Term Plans:

Define plans for rehab of Depot basement, including floor and sewer piping.
Define plans for drainage improvement around Depot and adjacent land areas.
Finish insulating the attic of the Depot with new insulation.

Passenger Equipment

Supt: Bob Miner, 671-3589

Recent Progress:

Finished up installation of rivet strips on west side of Erie Stillwell coach.
Prepared interior of Erie Stillwell coach for Year End Party.

Near Term Plans:

Rearrange storage areas and items in Pennsy RPO car, and relocate rigging materials.
Continue interior work on Erie Stillwell coach, and try to recreate curved Masonite ceiling panel(s).

Freight equipment

Supt: Chris Hauf, 381-8583

Recent Progress:

Cleanout of Conrail transfer caboose.
Inspection of Kodak Park Railroad tank car.

Near Term Plans:

Strategy for NYC flat car.
Repair of Conrail transfer caboose for interior hauling passengers between NRHS and NYMT Museums.
Complete remaining work on NYC caboose.

Tool Car & Shops

Supt: Charles Harshbarger, 266-8339

Recent Progress:

We now dedicated radio and relay benches in the tool car.

Near Term Goals:

Identify requirements for interior and exterior details of new shop building from Capital Fund Drive.
Identify detail requirements for equipping Flexiflo office building for heavy equipment and track car maintenance.
Move rigging materials from RPO car to Flexivan trailer.
Study location options for turntable installation.

News for the National

Allan Vaughn died on January 14 following a stroke the week before. He was our Director of Membership Records as well as editor of the NRHS News which he started 25 year ago and is mailed monthly to NRHS chapters. He devoted many hours to NRHS business in both his capacities as Chairman of the Board and his Directorship.

A biographical sketch will be in Volume 61, Issue No. 1 of the National Railway Bulletin. Memorials in Allan's name may be made to the NRHS Library, P.O. Box 58153, Philadelphia, PA 19102-8153.

National Vice President - Public Relations Dick Davis will assume the editorship of NRHS News and related information. Assisting will be National Office Manager Lynn Burshtin. Send all items for inclusion to NRHS News to: Lynn Burshtin, Office Manager, Attention: NRHS News, National Railway Historical Society, P.O. Box 58153, Philadelphia, PA 19102-8153. Phone is 215-557-6606; fax: 215-557-6740; e-mail: 74453.3462@compuserve.com. In regard to the latter, the National has requested that chapters' e-mail addresses be forward to them.

Membership records and dues receipts will be handled by Bob and Ellen Pinsky and Treasurer Dick Billings at the Oak Park, IL office.

*Remember your Sweetheart on
February 14th!*

ALL ABOARD the *NET EXPRESS!!!*

by Mike Byrne

Introduction

"NOW BOARDING on track 2, bound for NY, Chicago, Paris, and Rome, train 88... *The Net Express!*"

Every day I go to work and sign on my computer and read messages sent by customers, friends, and fellow employees from all around the world. I am able to find out what is happening in Medical Technology (my profession); I can see color photos from train events all over the country; I can ask about Rural Erie RR depots like ours, and even send a quick note to my sister at work in Ft. Lauderdale. It takes only a few hours and the responses come back, directly to me. If the information is already available, I get it immediately. It is like being there. I have met people that I have not even seen, yet we discuss all kinds of interesting things and solutions. How do I do all this? The Internet, of course.

The Internet is getting all kinds of print these days and the focus is moving from educational and government use to recreation and business. Many people fear the Internet as being too complex or expensive to get into. This is not true: the World Wide Web (WWW) has made access to data as simple as pointing and clicking. Macintosh computers and the new Windows95 on IBM compatible computers using graphic interfaces allow the user to point and click to move around the screens. They even have on board help that will tell you what to do and what not to do when you make a mistake. Local high schools and computer stores offer basic courses that range from \$50 to \$200 to help you learn if you are just starting. The cost of a basic system to get you on-line starts at around \$1500 (includes everything you need); a used system can be purchased for about \$700. What I plan to do over the next few issues is to explain the Internet, how to hook up, what to buy, and where to find RR related items. So, hold on, we have just started our trip on the *Net Express!*

The first thing I suggest everyone does is to find a copy of September 1994 TRAINS and read the article on page 44 by Jim Zeirke. Jim did a great job of explaining the Internet and I would be a fool to try to repeat his article here. Instead I plan to highlight some things I think are important.

Internet History

I recently took a course at RIT that dealt with the Internet and what it was all about. They got into a lot of history that I think you may find interesting. Many people are coming on line these days. The current thinking is there are well over 100 million current users in 152 countries on the Internet around the world. Of course the real numbers are hard to tell since many people are counted more than once (I have 4 e-mail accounts, so they count me 4 times). The bottom line is there are a heck of lot of people out there and many more joining every day. Here is some info I got from a WWW newsletter that talks about WWW statistics.

Number of people over 16 in US and Canada with access to the Internet: 37 million.

Number who have used the Internet in the past three months: 24 million.

Number who have used the World-Wide Web in the three months before the survey: 18 million.

Number of US business listings in the Central Source Yellow Pages: over 10 million.

Number of business listings of web sites in the Commercial Sites Index: 15,379.

Average number of sites added to the Commercial Sites Index, per day: 73.

So as you can see, it is very popular and going to be around for a while.

The Internet got its start as a result of a request from The Defense Advanced Research Projects Agency (DARPA) in the late 1960's. DARPA asked some folks at UCLA to develop a program

that would create a standard for transfer of information among defense computers. The UCLA folks put together a proposal that was called ARPANET and included 19 nodes (computer systems) that would be tied together by a standard communication system. At this point software experts from UCLA, MIT, and Xerox had joined the ARPANET team and tried for several years to get things to work and were not very successful. They were dealing with so many types of computers and software (programs) that they just couldn't get agreement. In 1971 they all sat down and decided to work together and did a demo of the ARPANET system in the Washington Hilton Hotel and it was a surprising success. The people from AT&T who were convinced that phone lines would never work were shocked. Well, this was the first time they were able to transfer across phone lines to different computers and the Internet was born!

In 1975 the ARPANET program was finished and transferred to the military folks at DARPA (now called the Defense Information Systems Agency), at last we had communications secure for that pending nuclear attack (thank god it never came). Technology was quickly evolving and now data was starting to be transmitted by satellite and radio beams. During 1977 a demo was done with a computer located in a moving passenger van on the San Francisco Bayshore freeway. Data was transmitted by radio to a satellite above the western US coast, it was then transmitted to a receiver in Norway, then by phone to London, then by cable ground relay systems to England and Virginia, and finally by ARPANET back to USC successfully. The testing and work were done and the Internet was deemed ready for use.

As time went on communication and data transfer protocols were fine tuned and today we have a standard called TCP/IP (transmission control protocol/Internet protocol) which is what we all use when we hook up our home PC's to the Internet. Some people use other communications software especially if you hook up with an on-line provider

such as America-on-Line. These companies have their own communications software that is not TCP/IP but they handle the interfacing you need to have to get into the net. Of course, they will charge a little extra to use their gateways (entry points) to the net. AOL charges \$9.95 per month for 5 hours of use.

Equipment (hardware)

The nice thing about the Internet is you don't really need a fancy computer to get on line. Both IBM compatibles (PC's) and Macintosh computers have many low priced choices to allow you access. Before buying a computer always ask yourself a few key questions: 1) how much can I spend, 2) how fast do I need it to work, 3) what programs or tasks do I need to accomplish.

We will focus on what you need to access the net. The first and most important thing is to be able to figure out how to move around your computer screens and use them. Macintosh computers were originally the easiest to use, but Windows95 has made using IBM type computers a lot easier to use these days.

You will need to have a modem for telephone communications. Modems are sold based on speed or baud rate. The baud rate is the number of bits per second that data is transferred. The minimum recommend for using the WWW is 14,400; if possible and you can afford it, buy a 28,800 baud modem (twice as fast as a 14.4). If you only plan to send electronic mail or read newsgroups (more info later) a 4800 or 9600 baud modem is OK. The faster the modem, the more they cost. You can get a 14.4 modem for around \$100 and a 28.8 costs around \$150.

If you want to buy a Mac I would suggest a Performa 631CD: it has a 14,400 baud modem, a CD-ROM, and basic programs to do anything from balancing your checkbook to making cards for a birthday. The price is \$1199-\$1399 and that includes everything except a printer. If you want a printer I would get a Hewlett Packard

Deskwriter 600c for \$299-\$329. It prints in B&W and color and uses plain paper and is an ink jet model. A used Mac system (monitor, CPU, printer) may run around \$750 to do what you need (MacLC2 or LC3). Try to have at least 6megs of memory and 200meg hard drive. Remember the more bells and whistles, the more it costs. Most people never use the capability of high end computers and end up wasting lots of money.

If you want a PC I would suggest one that has Windows95 already loaded. The only IBM compatible computers available today are those with a Pentium processor. Buy a system that has at least 8 meg of RAM (16 meg works best), a 75 MHz processor, 700 meg of hard drive, and a 14in monitor. A system like this should run around \$1300 (without the modem or monitor). A modem (28.8 or 14.4) will run \$75-\$150 and a HP 600C printer is around \$239. The monitor will cost another \$250 - \$300. So the price of the Mac or the IBM Compatible are within several hundred dollars. I have a Mac and like it; many other chapter members have IBM type and like those. It all depends on what you get for the price (service, warranty, etc.). A used PC must have at least 8meg of memory and a 486DX processor to handle Windows95 in a very good fashion. I have no idea what they would cost, but usually about 1/3 of the current cost of a new system (~\$650). If possible take someone who has a computer with you or at least ask them before your buy your computer.

Programs (software)

In order for a computer to run you need to have programs or software. Most computers that you purchase today have software already loaded and that makes life a lot easier. I don't plan to get into what kind of programs you need, but just take what they give you and work with your computer a while before you buy any new software. This will give you time to figure out what you really need.

(To be continued in March issue)

NKP #79 Makes the Cover!

Nickel Plate Road Historical & Technical Society publishes Redden article

Just received the Winter issue of *Nickel Plate Road Magazine*. What a surprise to find NKP #79 on the cover as a colored night photo!

Inside is an article, "The Return of 79", by Chapter member John Redden outlining #79's history, how he and his father acquired it, and the work involved to bring it up to its present status. Nice article, John (again!).

Condo available

Chapter member, Dave Behnke has his condo in Gates up for sale. It is within view of Conrail's main line. So if you are a train watcher and looking for new living quarters, give Dave or Susan a call at 426-3276.

Geneva's LV Station in MR

The current (March) issue of *Model Railroader* has N-scaled drawings of Leigh Valley RR's Geneva, NY station. The author is Harold W. Russell

Included in the article are first and second floor plans of this elegant station, a location map, plus a colored post card view of about 1900 and a black & white photo taken in 1973.

Follow-ups

It is gratifying to this editor to receive follow-up information on previous articles.

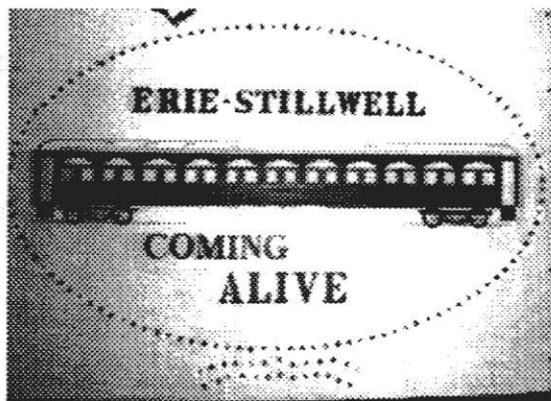
A letter was received from California reader, Lee Steele, to be forwarded to Mary Hamilton-Dann concerning the LV yard article in last month's issue.

Mary sent a small picture of Erie's Industry station -- the old one! Sorry, but there wasn't space in this issue, but will be in a forthcoming one.

And J. Edward Jackson's Nov. article helped me find often-mentioned Waterport this past fall. As you may know, Waterport is not on the current maps, however, Mr. Jackson's description of the area was right on target!

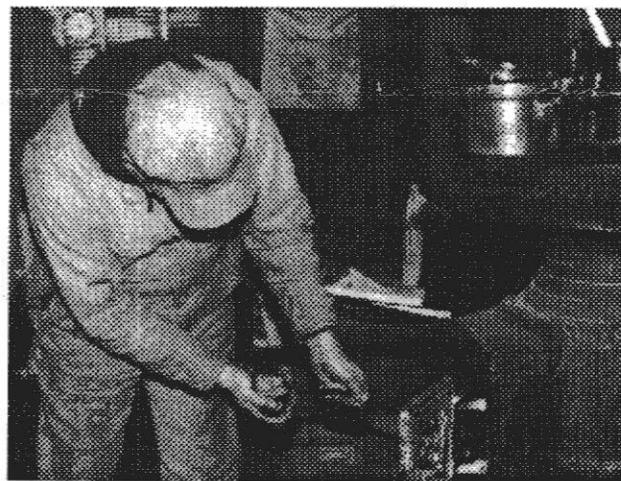
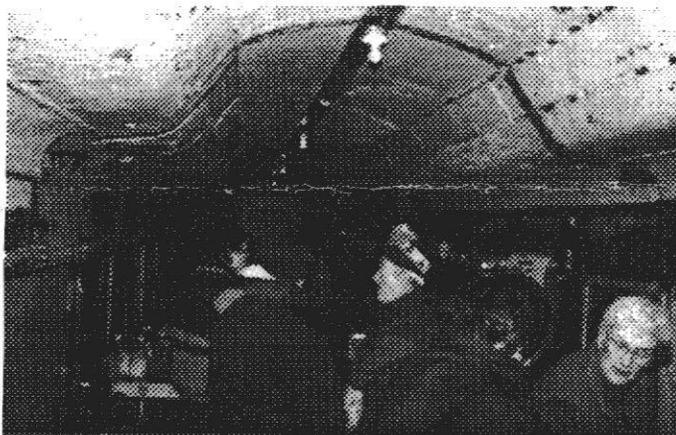


Annual Year End Party Views at the NRHS Industry facility on January 6. Principal 'party house' was the recently enclosed Erie Stillwell coach. It was so cold, that the fuel oil refused to flow in one engine! But a good time was certainly had by all!!



Above: Preparing for another fan trip into the cold, cold darkness. Joe Scanlon looks on.

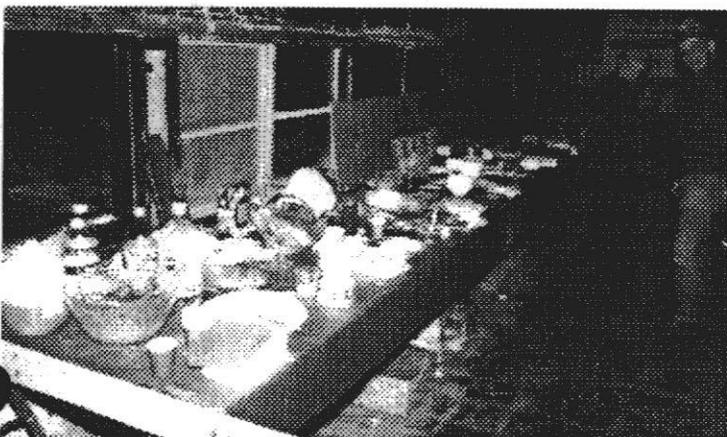
Above: Bernie Cubitt provided this sign to celebrate the occasion. The 'dots' were twinkling Christmas tree lights; very effective!



Above: Another group arrives for refreshments in the Erie Stillwell coach after a trip.

Above: Bob Miner stokes up the fire in the Depot.

Below: Lee Mowers, Marie Miner and Janet Dittmer taking advantage of Bob's firing skills.



The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

- President: Dave Luca
- Vice President: John Weber
- Treasurer: Ira Cohen
- Recording Secretary: John Kernan
- Correspondence Sec.: Don Shilling
- National Director: Bob Miner

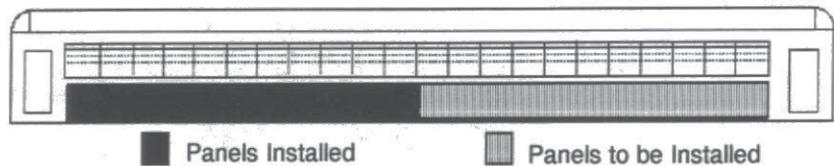
The Semaphore Staff:

- Editor: Gale Smith
- Contributing Editor: Jeremy Tuke
- Printing: Dave Luca

Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: The first of each month.**

Stillwell Coach Panel Installation Status:

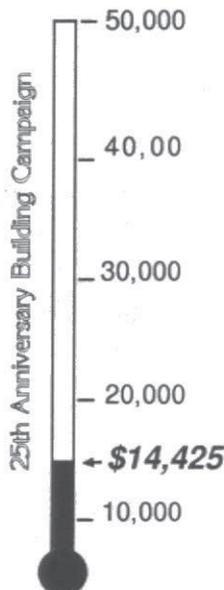
This graphic of the Stillwell coach was extended to represent 22 panels (11 panels per side). All panels have been subscribed. To date, eleven, or those on the west side have been installed.



The Semaphore

Rochester Chapter
 National Railway Historical Society
 P.O. Box 664
 Rochester, NY 14603

Chapter Meeting & Program:
"Railroad Lanterns"
 by Jeremy Tuke
 8:00 PM, February 15, 1996
 40 & 8 Club, 933 University Ave.



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