



# The Semaphore

Newsletter of the Rochester NY Chapter,  
National Railway Historical Society

August 1997  
Volume 39, No. 12

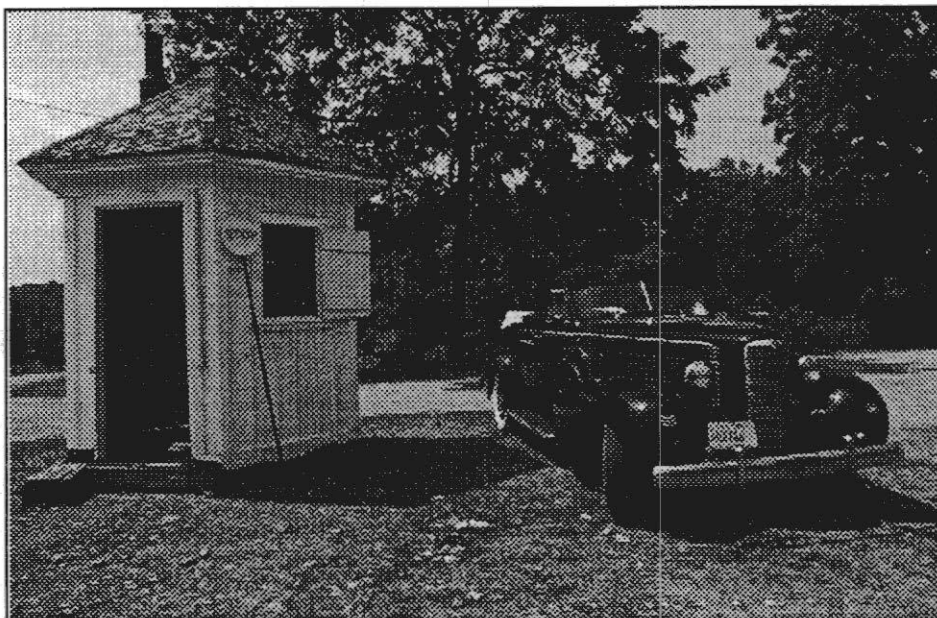
Program for Aug 21:

## Having Fun! Part III

This August Membership meeting will be the last to be held at the Rochester & Genesee Valley Railroad Museum this season. Sometime during the evening a short business meeting will be held. The rest of the time will be enjoying the 'fruits of our labors' with track car rides, train rides and whatever else takes our fancy.

Normally our meetings start at 8 PM, but for these summer meetings, there is no starting time. Some activities may be going on as soon as 6 PM.

**In September, we return to the 40&8 Club.**



That's Rand Warner's 1937 LaSalle car parked besides the freshly painted crossing guard's shanty at the R&GV RR Museum. This was just one of the exhibits in celebration of the Chapter's 60th Anniversary. The shanty housed Operation Lifesaver literature and a photo display. Dave Hulings was on hand as our OL representative. *Photo by Chris Hauf*

## Over the Past 60 Years of Rochester Chapter's History

*by Rand Warner*

### 1930's:

End-of-service excursion on International Railways electric trolley line: Buffalo-Niagara Falls-Lockport.

Chartering a steam passenger train was as simple as chartering a Trailways bus nowadays.

Rochester Chapter organized as fifth Chapter of NRHS. We are now the fourth oldest Chapter in National.

Tour of the ALCo plant.

Presidents: Pete Berry \*

### 1940's:

Excursion on New York Central Hojack line and end of service.

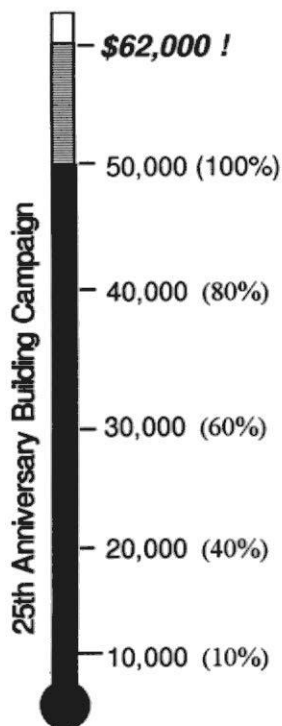
New York Central Peanut Line excursion.

### A Synopsis of the 60th Anniversary Festivities

The theme of this occasion was to transform the Depot and its environs to a 1937 scene.

To prepare for the event:

- Rand Warner brought out his 1937 LaSalle automobile, just like received from the factory.
- The *Pine Falls* received a fresh coat of Tuscan red.
- Picnic tables were removed from the area.
- The MDT reefer sides were scrubbed, and the car markings relettered. Inside, Chris had posted photos relating to Despatch Shops facilities at East Rochester, illuminated with overhead track lighting.



(Continued on Page 2)

(Continued on Page 7 with photos)

**Depot Guides for Aug/Sept****Sunday, August 10**

Bill Cain, 586-9043

Jim East, 377-5389

**Sunday, August 17**

Jack Tripp, 381-7757

Bill Blaesi, 342-6339

**Sunday, August 24**

Dan Gottler, 586-4773

James Stewart, 484-2197

**Sunday, August 31**

TBA

*If an Act of God forces you to change your guide appointment, please trade with one of the guys listed above.*

*Don Shilling*

**Two Areas Need Volunteer Workers**

1. The **Excursion Fleet** needs workers to polish windows before end of September. See Page 4 for details.

2. The **Construction Equipment** area needs volunteers to clean and prep heavy construction equipment for painting. Contact Joe Scanlon, Superintendent of Construction and Equipment: 392-8841.

(Editor: Joe has contacted a painter, whose speciality is painting this type of equipment, who is willing to paint ours, **PROVIDED** a group of items has been prepped.)

**Our Sympathy**

Our condolences to David Monte Verde and the family of Virginia Monte Verde who passed away on August 3 in Dansville, NY.

**Bonnie Glickman Recovering**

Bonnie Glickman recently underwent surgery at Genesee Hospital. Latest word is that she is recovering and will be dismissed by the time you read this.

**Membership Report**

*Thomas A. Way, Chairman*

The Editor has misplaced the Committee's report! (*shame, shame!*)

**60 Years of Chapter History** (Continued from Page 1)**1940's (Continued)**

End of service excursion on Jamestown, Westfield and Northwestern interurban.

Host of 1946 National Convention at Rochester.

Presidents: Dick DeJohn, Ward Shafer

**1950's:**

End of service excursion on New York Central Auburn branch.

End of service excursion on Rochester Subway.

Begin joint steam excursions on Canadian Railroads with Buffalo and Jamestown Chapters.

Chapter acquires former Rochester Subway Car #60.

Presidents: Sam Grover, Claude Winslow, Harold Caulkins

**1960's:**

Many great steam trips on Canadian lines, usually starting at Hamilton, Ontario.

Chapter begins discussion to organize a museum.

Presidents: Claude Winslow, Rand Warner, Jim Van Brocklin.

**1970's:**

Chapter picks final site for Museum at Industry.

New York State Incorporation and Federal IRS Exempt 501(c)3 status obtained.

Chapter obtains title to former Erie depot at Industry.

Chapter publishes "When Rochester Rode by Rail".

Chapter publishes: "The Water Level Route".

Presidents: Jerry Hott, Rand Warner, Dick Barrett, Dick Tickner.

**1980's:**

Excursion special on Genesee & Wyoming from Caledonia to Groveland Junction.

Chapter celebrates 50<sup>th</sup> Anniversary with special ceremonies at Museum.

Chapter begins publishing Annual Calendar.

Museum acquires first diesel locomotive from Kodak Park Railroad.

Chapter publishes "Canal Boats, Interurbans & Trolleys".

Presidents: Tom Way, Ted Miller, Rand Warner, Ron Ambarger, Ted Miller.

**1990's:**

Golden Spike connects Rochester & Genesee Valley Railroad Museum to New York Museum of Transportation.

R&GV RR Museum celebrates 25<sup>th</sup> Anniversary with 3-day weekend at Museum.

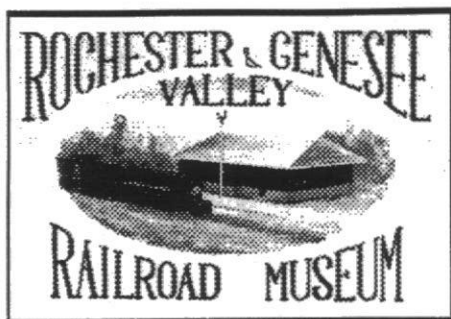
Rochester Chapter celebrates 60<sup>th</sup> Anniversary with month of special activities and events in local area.

Chapter membership tops 250 and we become one of top 10 chapters in National.

Begin publishing video tapes with "Vanishing American".

Presidents: Ron Amberger, Dave Luca.

\* The Roll of Presidents is incomplete from lack of sources. Can anyone fill in?



Rand Warner, Manager, 425-8587

### Quadruple Header!

Our July Chapter Membership Meeting at the R&GV RR Museum featured a four-unit diesel lashup; consisting (in order of size) RG&E #1941, EKC #6, Army #1843 and LV #211; all pulling the Erie caboose.

The four unit lashup, with all units operational, a first, proceeded to Reid's Crossing. There the front two units were broken off for a double-header run to NYMT, also a first.

The two trains of two units each then provided shuttle service each way from Reid's Crossing for the balance of the evening's daylight hours.

What a show!!

### DL&W Baggage Car Repainting

The beautiful weather on Saturday, July 18, inspired painting of the long neglected exterior of our DL&W baggage car, now used as an exhibit display car.

Custom mixed paint was locally acquired from Shaheen's to match a Pullman Green shade.

The car was scraped of rust by Rand Warner and then painted by Rand, Rick Israelson, Norm Shaddick, Dave Luca, John Redden and Chris Hauf.

We hope to complete painting and trim of the car for our Chapter 60<sup>th</sup> anniversary.

The choice of 1930s era green for this car will give us a 3-car Pullman green passenger car set at the Museum; consisting of DL&W baggage, Erie Stillwell coach, and Erie-Lackawanna MU-power car.

### Picture This:

Double-headed 0-4-0 steam locos battling our grade northward from our Depot with a northbound freight movement. It's entirely possible. All the pieces exist. We could make it happen for the benefit of the visiting public.

### Picture This:

A Rochester, Lockport & Buffalo interurban trolley car loading passengers from a Rochester, Lockport & Buffalo interurban waiting room station. It's entirely possible. All the pieces are there. We could make it happen for the benefit of the visiting public.



This is a photo of a recent watercolor painting completed by Bernie Cubitt as he envisions how our Rochester, Lockport & Buffalo waiting station looked in the countryside with an arriving RL&B interurban car.

*Photo by Bernie Cubitt*

### Erie Stillwell Roof Coating

Bernie Cubitt single handedly has painted almost the entire roof of the Erie Stillwell coach without even getting on the roof! He cleverly used a long handled roller to spread the aluminum roofing paint while standing on a ladder along the sides of the car.

### Safety

First aid kits are already deployed on our track motor cars, at our museum terminals, and on our excursion train set at Sodus.

First aid kits are being added to our locomotives and to our cabooses.

Fire extinguishers are already deployed at our various Museum buildings.

Fire extinguishers will be added to locomotives, cabooses, wooden display cars, and to Pine Falls kitchen.

Dave Hulings is receiving up-to-date Red Cross emergency first aid training so that he can provide inputs, training and guidance to the rest of us.

**PICNIC: Sat., Sept. 6**  
**Make reservations with the Warners: 425-8586.**

### Thanks to ...

**Jan Dittmer** for donation of flower bulbs and seeds.

**Dave Luca** for sponsoring rebuild of LV 211 traction motor blower.

**Rand Warner** for tools, materials, books and equipment.

**Norm Shaddick** for track car materials, parts and supplies.

**Bernie Cubitt** for sign supplies and materials.

**Charles Harshbarger** for gas and oil.

**Jim Johnson** for wiring supplies for signal relay racks & cases.

**Dave Lanni** for jack hammer bits, rigging hardware, insulators and fan belts.

**Bernie Cubitt** for snow blower.

### Take Note ...

Both your Editor and Printer will be on vacations the end of August and the first of September.

Therefore, submissions for the September issue of *The Semaphore* should be given to Gale no later than Aug 21, at the membership meeting at the Depot.



## Passenger Equipment

Report from Bob Miner, Passenger Superintendent.

If you have not been out to the Industry Depot in the last 2 or 3 weeks you have not seen the new paint on the *Pine Falls* and DL&W baggage car.

I always hesitate to list the names of the people who do the work. That is because I do not want to miss someone who has helped. Chris Hauf has lead the painting and a fine job he has done.

Bernie Cubitt has done a lot of work on the Stillwell Coach. His latest adventure was saving the roof. Others did a lot of work on the cars and we thank them for a great effort. Now if some others of you are wondering how you can help save a car roof, there are two roofs waiting: the *Pine Falls* and DL&W baggage car.

### Excursion Fleet

Let's talk about Fall rides on The Ontario Midland. The *Richard Tickner*, *Hamilton Fish*, and *Charles Whitman* need your help to polish the windows so our Fall passengers can see the foliage. Those are the names of New York Governors given to the NYC coaches that are part of our stainless steel fleet. The *David B. Hill* is also one but he is not able to be used on our Fall train. The other two, 2567 & 2568, are used but were not named by the NYC RR. Anyway, all must have their windows polished before September 14<sup>th</sup>, the day of the first trip.

The coaches are now at the Hojack Yards in Webster. I will be there every Monday and Wednesday evening so won't you please come over and polish some windows. It is not a hard job, it is just like waxing a car.

We have 2 ladders, so you can reach the windows, but we would like to have several more so more people could polish at the same time. If you have an 8 to 10 ft. ladder please bring it out or call for pick up. If you can only come during the day give me a call and I will be glad to meet you at the Hojack Yard in Webster at the tracks most any day.

## Amtrak Report

by James East

On July 27 at a joint committee meeting of the House and Senate, the 1/2 cent proposed gasoline tax as a source of Amtrak's dedicated funding was turned down. Although the Senate supported the bill, the House did not. A joint agreement by the committee proposed and adopted funding of 2.3 billion dollars over the next 2 year which amounts to approximately the same amount as the 1/2 cent gasoline tax. Senator William Roth, (D-Delaware) statement of July 28, 1997 said that this is a giant step forward for Amtrak as it will provide a dedicated source of capital improvements for the Amtrak system. The Amtrak reauthorization must also be passed by Congress and reforms to the Amtrak system must be put in place before these capital funding improvements can be used. The Amtrak reauthorization bill will probably not be considered by Congress until after Labor Day.

A giant positive step by Congress has been taken but is still no guarantee that Amtrak will survive. The reauthorization bill must be passed plus other reforms that have held Amtrak back from competing and must be done before the September 30, 1997 deadline.

All forms of transportation in the United States are subsidized from government. Billions of dollars have and are being spent for new and improved highways. The airline industry Federal Aviation Administration is entirely funded by our government as well as all the equipment to control the safety of the airline industry and passengers. The building of airports is done by local, state and federal tax dollars. Amtrak serves millions of passengers but its funding has been reduced almost every year. A recent proposal by the House of Representatives would give Amtrak its lowest operational funding in 20 years.

The cost of badly needed Amtrak coaches is 4 million dollars for two coaches which can carry 164 passengers. The cost of one 737-400 aircraft capable of carrying 150 passengers is 44 million

dollars! By adding two coaches to each Amtrak train traveling through Rochester only increases the fuel use by 15%.

At a recent news conference at Rochester's Amtrak Station, New York State Assemblyman David Koon spoke on behalf of Amtrak and the support Amtrak needs. Amtrak, Louise Slaughter Office, as well as the Rochester Chapter NRHS, were also present. The new conference was carried by Channel's 8, 9, 10 and 13.

If you are interested in having a national railway passenger service in the US please call or write your government officials asking for Amtrak's support.

## Other Railway Trip News

by Jim East

Four spaces remain on the Chapter sponsored pre-Christmas trip to New York City. We depart Rochester's Amtrak Station on Friday morning, December 19 and return Sunday evening, December 21, 1997. The trip is escorted and includes two nights in hotel, one dinner, breakfast and excellent orchestra seats for the Christmas Show at Radio City Music Hall on Saturday evening.

The Chapter sponsored 15-day circle the USA escorted Amtrak rail journey in early May 1998 has two openings remaining.

For information on the above trips please call: Jim East, 716-377-5389

## Wanted

- Rectifier unit, 480v ac input, three phase to 600v dc output for trolley power supply, tag power unit, or doodlebug.
- Cantilever car jacks for passenger cars.
- Air or electric powered nibbler for sheet metal work.
- Small portable gas powered air compressor on casters.
- Library needs: table and some chairs; lighting fixtures for wall or table; several file cabinets.

**NYMT Schedule of Events****Sunday, August 17****Railroads in Stamps**

Slide talks by local stamp authority Norman Wright at 1:30 and 3:00.

**Philatelic News**

With the issuance of the Cog Railway stamp in June 1995 the Transportation Series came to a close. Kenton Forrest has listed the following stamps devoted to rail subjects:

0.02 Locomotive 1870s Issued 5-20-82  
Scott #1897A

0.03 Handcar 1880s Issued 3-25-83  
Scott #1898

0.11 Railroad Caboose 1890s Issued  
2-3-84 Scott #1905

0.132 Coal Car 1870s Issued 7-19-85  
Scott #2259

0.21 Railroad Mail Car 1920s Issued  
8-16-88 Scott #2265

0.20 Cable Car 1880s Issued 10-28-88  
Scott #2263

0.20 Cog Railway 1870s Issued 6-9-95  
Scott # n/a yet

Your local post office or stamp dealer may have them. (Source: *National NRHS Newsletter*)

**EDITOR'S CORNER**

The next issue will highlight **Construction Equipment** on which Joe Scanlon has submitted several articles. Take note of his request, on page 2, for assistance to 'prep' machinery for painting before winter arrives.

My thanks to Chris Hauf who supplied the digitized image of the shanty and Rand's LaSalle on page 1. It shows that I need to upgrade my low-priced hand scanner to a desktop model. For some reason, the hand scanner drops 'highlights' and produces 'fussy' scans. There is a problem: need to find table-top space!

The next issue should be catch-up for numerous articles submitted by readers; just keep them coming!

**Remembering the Old Lehigh Valley R.R.***by Don Shilling*

Remember when Rochester had FIVE (5) railroads serving the community? One of the more romantic roads was the old Lehigh Valley. Its tracks terminated right in the middle of downtown near the intersection of South Avenue and Court Street. Its quaint, little yellow brick depot is still standing on Court Street right across from the Main Library.

Well, what's special about this is that one of our own Chapter members, Mary Hamilton Dann, has written a fine new book about the railroad entitled "Upstate Odyssey; The Lehigh Valley Railroad in Western New York".

The book is a fine read, has great pictures and was written after a multi-year research project. Mary coupled here own memories with those of others and used other research sources to take the reader back with stories about a nostalgic era of steam and early diesels.

**Dick Barrett donates 21 books!**

Richard C. Barrett, also a Chapter member and past president, is acting as publisher for the book. Through his generosity he has donated one case of twenty-one books to the chapter. Price to members: \$29.95. *All Proceeds will go to the Building Fund.*

**Mary Hamilton Dann to sign books, Sept. 14<sup>th</sup>**

What's more, on **Sunday, September 14<sup>th</sup>**, Mary Hamilton Dann will personally autograph her new book at a special book signing session in the New York Transportation Museum's gallery room at 1:00 PM. It's a unique opportunity to speak with one of our most knowledgeable members about a very distinctive railroad.

And, we do own LV 211 with it unique Cornell red and bright yellow striped livery. It's our own wonderful artifact from the heydays of that once great road.

**A Book Review:****Upstate Odyssey, The Lehigh Valley Railroad in Western New York***by Mary Hamilton Dann**Reviewed by Bill Heron*

As soon as I heard about this book, I knew that I'd have to get a copy. I have been a Lehigh Valley fan for a long time and recall going to the LV yard at Ithaca back in the early fifties on days when the Cornell football team was playing. Often a private car had brought loyal Cornellians/LV brass to the game. Those Cornell red private cars attracted me mightily. Once a kindly car attendant allowed my wife and I to come aboard and check out the opulence. Later, I spent many happy hours hanging out at Rochester Junction.

Thus, I had great expectations for this book. Perhaps someone with no upstate New York roots would be able to pass this book by, but for me it is truly a gem. Like any book you really like, this one is all too short, but its 136 pages do get the job done and very well. Sure, one could wish for pictures in color, but most of the many historical black-and-white pictures weren't shot in color any way.

This is a very easy book to read. The author's style is almost telegraphic. She has set down the facts directly and simply, letting the story tell itself. The book starts with the inception of the LV. Due respect is paid to Asa Packer, Robert Sayre and Ezra Cornell, all of whom saw a need and an opportunity and who followed through with ability, tenacity and good judgment.

The story continues with a complete review of the LV's lines in upstate New York, the mainline as well as the Rochester, Hemlock and Naples branches. The author covers the characteristics of the towns on the route, the way of life, the need for rail transportation, the type of commodities shipped and the usefulness of the LV's passenger service. Looked at from today's perspective it's hard to imagine that there ever

*(Continued on Page 6)*

## Book Review (Cont'd from Pg.5)

was a need for rail service Geneva to Naples, but back around the turn of the century this line moved good quantities of passengers and freight and contributed its share to LV's profits.

The book also contains a nice bonus for upstate rail fans, a chapter on the Buffalo, Rochester & Pittsburg. (Here, in my opinion, is the opportunity for another interesting book.) I was surprised to learn that, "...when the Lehigh finally acknowledged the savings that would accrue from burning soft coal in its locomotives, the BR&P was ready and willing to supply it." LV advertising had put such stress on the advantages of anthracite that I had assumed that they had stuck with it. Now I'm curious about the Lackawanna.

One other thing that deserves attention is that this book evinces an obvious affection for the Lehigh Valley. Read it, you'll like it.

P.S. The author is a member of the Rochester Chapter of NRHS.

## Private Cars thru Rochester?

Labor Day weekend, The American Association of Private Railroad Car Owners will depart from Chicago on their trip via Conrail to Bretton Woods, NH for their 1997 convention.

There is a possibility that alert Rochesterians will be able to see this 'fleet' of private cars. The itinerary only indicates a stop in Syracuse, which promises a likely Rochester passage. If so, this train of cars should pass on August 30 at about 8 PM eastward. This is a chartered Amtrak trip, not attached to an existing Amtrak train.

The Lucas will not be onboard this time; they are driving to the convention. This editor hopes someone will be able to get some pictures for publication.

## ER's Chartered Train Success

Steve Oagley partook of the East Rochester's chartered Amtrak train to Albany. Steve reports the train, which added an extra car, was a sellout. He also said he had a great time helping the Village celebrating its 100<sup>th</sup> Anniversary.

## Steamtown Trip: Part II

(Continued from July *The Semaphore*, pg 2)

As the bus pulled into the Steamtown National Park lot, we got a glimpse of the "Big Boy" and several of the other many exhibits that would keep us busy for several hours. Our tour guide, David Crosby, had been with Steamtown for seven years and, unquestionably, a true fan of RR history. He took us throughout most of the complex (I think Dave Luca explored it ALL), pointing out the various restoration projects and facilities and how much was done to bring a somewhat battered facility to its present state.

Mr. Crosby also accompanied us on the train ride behind CN #3254 steamer that day. Our car was behind the engine, and with the windows open, we got to 'enjoy' the influx of water spray, and of cinders when the engine went through a tunnel! To this rider, the trip was more interesting from the passenger view than the Kane trip, even though it was shorter. Under high highway bridges, past two reservoirs, by a lake, through a tunnel, by stream beds on to Moscow. Here at a neat station, were refreshments (at fair prices) through the courtesy of Lackawanna & Wyoming Chapter, NRHS who is using the proceeds to restore Boston

& Maine Pacific #3713. The sun was shining, although a cloud burst had just went through. On the return trip, the 'heavens' opened up to add a little something extra to our experience. As we passed under those highway bridges, the water poured from the overhead drains like small waterfalls.

The Raddison Inn, in the former DL&W station/headquarters, was well appointed with comfortable rooms. The dining

room occupies the 'great' hall (the waiting room) with marbled walls and floor, and overhead was a stained glass canopy.

The evening meal, which I enjoyed with Mr. and Mrs. Robert Nichols, was on the 'classy' side. The chef expected us to 'butter' our bread with olive oil(!); we asked for butter, which was most flavorful. The meal was excellent, and considering the surroundings, was much more fairly priced than one would find in Rochester.

But alas, it was time to board the bus for our return trip. Taking the Southern Tier Expressway offered Mike Byrne to point out various artifacts of area railroads, present and past.

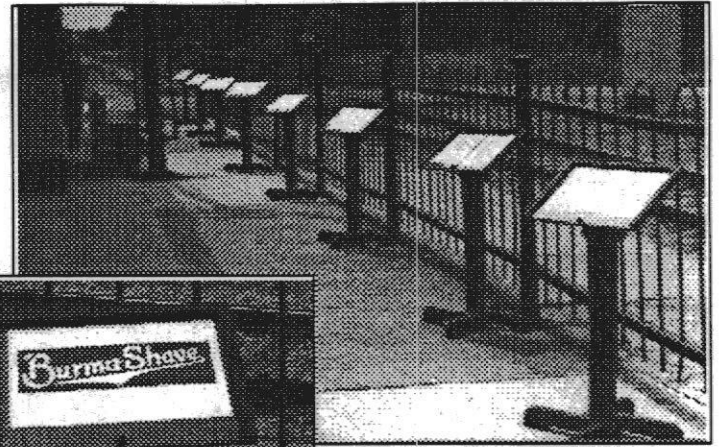
At Horseheads, we stopped for our evening meal. From the lack of autos in the parking lot, one would have to pause about the quality of their offerings, but they was good. Those who ordered the fish entree had to wait a while, which indicated that it was being freshly prepared.



(About those deer we saw on I-390 on the way home: their cousins invaded my tomato patch last evening, eating every green tomato -- even though the plants were enclosed in netting!)

Dave Luca stated that he was glad to finally see that his tax dollars were being used for something he was interested in. Your editor concurs.





### Synopsis of the 60<sup>th</sup> Festivities

(Continued from Page 1)

- The watchman's shanty was scrapped and painted white. Its interior was also painted, pictures hung on the walls, and Operation Lifesaver materials positioned on the bench. Added was the watchman's "STOP" sign.
- The Lackawanna baggage car received a fresh coat of Pullman green with yellow lettering.
- A number of members were dressed for the occasion: Bob Fitch was in his post WWII Army uniform (and it fits!)
- Luca, Hulings and others were wearing bib overalls with caps of the time era.
- Janet Dittmer was hostess in the *Pine Falls*, with an appropriate 'flowered' dress. She also served iced tea to visitors.
- Luca accumulated a number of Burma Shave adages, and displayed them in the placard stands previously built by Dan Waterstraat. In addition, Janet Dittmer designed, and Bill Limberg painted up a set in traditional roadside format and positioned them trackside for track car riders to read.

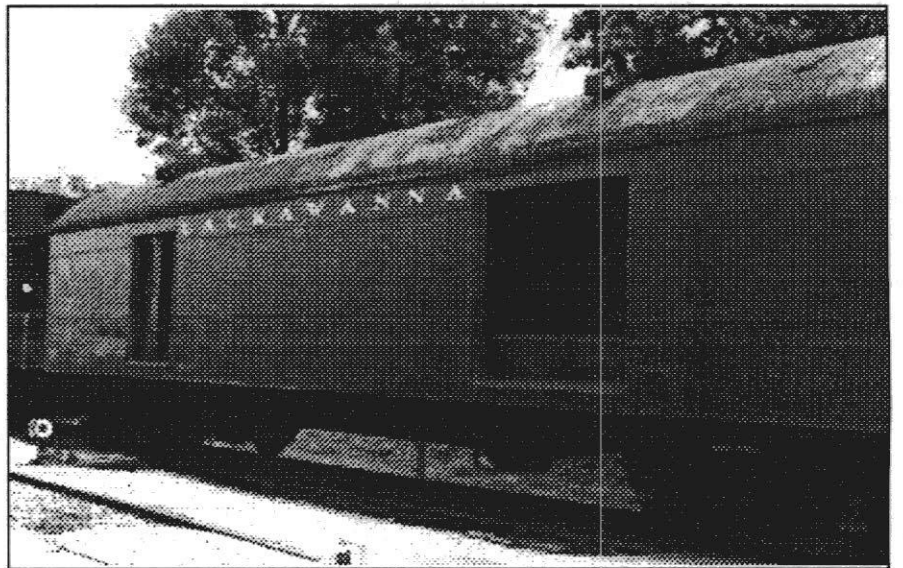
Unfortunately, we did not receive the publicity that honored us for the 25<sup>th</sup> Anniversary of the Depot with the associated Ground Breaking ceremonies (no dignitaries present?). So Saturday visitations were light; the Sunday visitor tally was probably above normal. (GS)

*Above left:* Dave Luca holds the 'STOP' sign in front of the watchman's shanty.

*Above:* The Burma Shave sign in Dan Waterstraat's placard holder, also a series of these stands arranged by the depot.

*Right:* Bob Fitch prepares to return to base camp.

*Below:* The freshly painted Lackawanna baggage car.



**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:* Jeremy Tuke  
*Correspondence Sec.:* Don Shilling  
*National Director:* Bob Miner

**Trustees:** Charlie Harshbarger, Chris Hauf, Steve Oagley, John Redden, Joe Scanlon, Rand Warner,

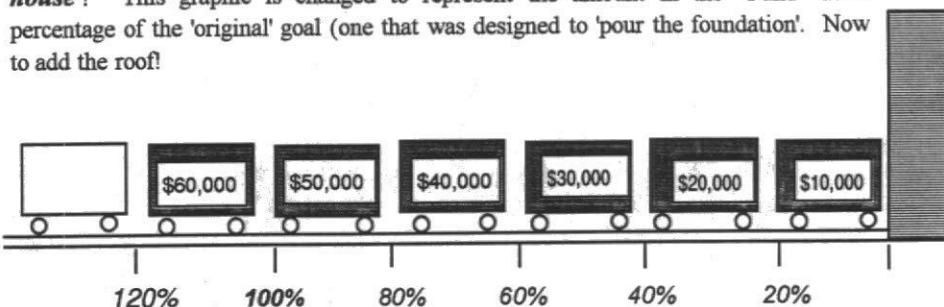
#### The Semaphore Staff:

*Editor:* Gale Smith  
*Printing:* Dave Luca

**InterNet (World Wide Web) address:**  
<http://www.rochester.ny.us/railmuseum.html>

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: Aug. 21 for September issue.**

**The status of our Restoration Building Fund. *The engine is in the 'engine house'!*** This graphic is changed to represent the amount in the "Fund" as a percentage of the 'original' goal (one that was designed to 'pour the foundation'. Now to add the roof!



## The Semaphore

Rochester Chapter

National Railway Historical Society

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Rochester, NY 14603

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 U.S. Postage  
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 Rochester, NY  
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Chapter Meeting & Program:  
**"Having Fun, Part 3!"**  
*by Chapter Members*  
 After 6 PM, Aug 21, 1997  
 The R&GV RR Depot  
 Rte 251, Industry