



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 664, Rochester, NY 14603; Published Monthly

May 1998
Volume 40, No. 9

Program for May 21:

Membership Participation Night; Part III:

Slide Night

Select and bring your favorite railroad(s) slides. Call Jack Matsik at 442-625 to make arrangements.

Last Call for Banquet: May 30

The Chapter's Annual Banquet will be held at Zamiara's Party House, 898 Buffalo Rd. Social hour/cash bar opens at 6:00 PM. Buffet dinner starts at 7:00 PM, with program to follow.

Banquet speaker is **Dr. Gerald Bertoldo**, who donated the #12 0-4-0T locomotive to our Chapter. His topic is "The Past Life of Locomotive #12." Gerry's presentation will begin in 1977 and go to the present time. In 1977 Gerry purchased Locomotive #12 from Grid Smith in Skyline Park, west of Owego, NY. The locomotive was moved in 1977 on a low boy trailer and first operated on Father's Day in 1978 for Depot Days.

He will relate the story of moving the Locomotive to Flemingville and using #12 on the Tioga Central. There will be a slide presentation where it was, and what was done with #12. Gerry also has a video showing the operation of August 1988.

Dr. Bertoldo is a native of Staten Island. He attended the Agricultural School at Cornell, from which he graduated in 1977. He worked as a veterinarian of large and small animals for two years before coming to Attica, where he is a senior partner in a veterinary group dealing with dairy cattle.

It was while he was at Cornell that Gerry met Jim Mead and became involved with the beginning of the Tioga Central and restoration of the Station at Flemingville. Gerry is still a partner in the Tioga Central Railroad located in Wellsboro, PA. He is involved in the passenger side of operations and is the General Superintendent and the Road Foreman. Gerry has his Federal Engineer license and can be found doing anything from cleaning the cars to working in the dining car.

Gerry currently lives in Bennington, NY with his wife Bridget and their two sons,

This Trolley is In Your Future

In 1916 a group of interurban all steel, arch roof trolley cars was built by the Cincinnati Car Company for the Utica-Little Falls-Rome branch of the New York State Railways. These 50-foot cars carried 56 passengers and were of single end configuration.

After 20 years of successful operation in the Utica area, the 12 cars were brought to Rochester in 1937 for use in our subway system. Here they became the new base cars for the system, entering service in 1938, and running through the end of service in 1956.

All subway equipment was disposed of or scrapped in 1956 following end of service; however, then Chapter President Sam Grover arranged with Mayor Peter Barry (another member) and Rochester Transit Corp. executive Bill Lang for donation of Trolley #60 to the Rochester Chapter.

Back in 1956 the Chapter had no museum of its own, so the car was trucked to Rail City Museum at Sandy Pond on the east end of Lake Ontario to be put on display. This was New York State's first railroad museum and was privately owned by Dr. Stanley Groman.

Rail City Museum closed in the 1960s and a new home was found for Trolley #60 at the new York State Education Museum at Albany. Although the car was originally intended to go on display, that never hap-

Scott (6) and Peter (3).

About Tickets

Tickets are \$15 (everybody pays, thus keeping costs low), and are available from Janet Dittmer, 983 Winton Road North, Rochester, NY 14609. Make checks payable to Rochester Chapter, NRHS; deadline for ordering tickets is May 25.

Those attending will receive another in the series of collector's coffee mugs.



Car #60 heads for General Motors on surface trackage of the Rochester Subway. Photo by Malcolm McCarter, PO Box 1569, Camp Verde, AZ (from Charles Robinson collection).

pened and the car has been in storage since 1968.

Now with the 60th anniversary of Car #60 going into service in the Rochester Subway coming up in 1998, we look forward to bringing the car back to Rochester, to our Rochester & Genesee Valley Railroad Museum, early in this coming new year.

Transfer paperwork for the car has been approved by the New York State Museum. We are now moving ahead with the relocation.

With our new Restoration Building taking shape, poles going up along the right-of-way, and 600v dc power under pursuit, we have the very real possibility of Trolley #60 running again, on original subway rails, piloted by some of the original motormen, and maintained by some of the original shopmen!

Seems like a pretty nice recognition for our former Chapter President (now our oldest member) who saved Trolley #60 in the first place, to make all the other possibilities an option.

Let us know if you'd like to be part of this exciting project. Call Dave Luca 288-0318 or Rand Warner, 425-8587.

**NRHS National Convention
in Syracuse, July 6-12**

Library

Charles Robinson, Chairman

Our beachhead in Webster is already fulfilling many of its intended tasks and more new uses continue to emerge!

It is already taking shape as our first fully functional Library in many long years.

We have used it as an attractive meeting location for several special meetings, making good use of the area with table and chairs.

Our Historian, Don Shilling, has his files set up there and will continue to expand his operations there.

We have used it as a base of operations for repair and maintenance work on our excursion train set.

We expect to be selling tickets there for rail excursions, perhaps starting this Spring.

Our Chapter photographer, Chris Hauf, will be setting up operations there, including a darkroom.

We expect to do publicity outreach from there into the Webster area community.

We may be able to do something there in conjunction with our Operation Lifesaver activities.

What a great gift the former owners of this facility have given to our Rochester Chapter. Thank you, Kevin and Virginia Nacy of the Toddler's Workshop Day Care.

RW

One Free Registration

Robert Fitch will not be able to use his registration for the National Convention in Syracuse because of another important commitment. It is available for the asking. Call Bob at 377-3043 if you can use it.

Excursion Cars Used for Wedding!

Paul John Saracen and Sandi Deline were married on Saturday, April 18 at 2 PM while riding the Chapter's Excursion fleet on the Ontario Midland Railroad. They travelled from Sodus south and back for the festivities.

This occasion was a natural. Sandi is the General Manager of Ontario Midland, and Paul is an OMID engineer.

May 30, 1998 !

Chapter's Annual Banquet.

Guest Speaker:

Dr. Gerry Bertoldo

Library Committee

by Charles Robinson, Chairman

We are especially pleased to report that the Rochester Chapter of NRHS has received some valuable historical material for our archives. George Bauerschmidt presented a gift from Ed Coogan, former chapter president, of a large collection of rail movies plus some other items. Michael Byrne has dropped off at the library a collection of railroad photos plus other rail paper goods. We have not had an opportunity to inventory these new gifts so we are unable to describe in detail these much appreciated contributions. Now that we are freeing up space in NYMT archive rack, there is now an opportunity to store these items properly and have them available for historical research. It is a very important function of the library committee to preserve rail historical items especially of the Rochester area.

Members Bonnie Glickman, Teresa Kellet, Dave Luca, Bob Miner, Stephen Oakley, John Stewart and myself have finally accomplished the sorting and the boxing of the duplicate magazines that have been given the chapter. This has been one lengthy and tedious task. All this help has been appreciated. Now come the problem of disposing of these magazines. If any member is in need of back issues of *Train*, *Railfan* and *Railroad* (and its predecessors), *Passenger Train Journal*, *Extra 2200 South*, *Locomotive & Railway Preservation* and others please give me a call at 377-4245 or come to the library on Monday evenings. You can have first choice in return for a small donation to the library.

There is a little more shelving to do with some remaining magazines and then we can start the books.

Again we would like to thank Bob Miner for evicting another squirrel.

Also some serious thinking has to be done about further building repairs.

History of the Library 'Buildings'

Don Shilling has researched the 'buildings' that make up our new library. His article will appear with the Grand Opening.

Shopping for Father's Day?

Father's Day is June 21. A lasting 'gift' would be adding the name of your father, or other relative, if they worked for a railroad or related industry, to The Wall of Fame at the Depot. This plaque is now 50% filled. Contact Mike Byrne at 225-5659; 49 Weiland Woods Lane, Rochester, NY 14626 for the details.

Membership Report

by Chris Hauf, Chairman

Welcome to these new members:

Fred A. German

5151 West Lake Rd
Canandaigua, NY 14424
716-396-2334

Robert C & Jane K. Stevens

1 Green Ridge Rd
Pittsford, NY 14534-2408
586-7042

Membership Statistics:

Regular:	221
Local:	8
Family:	39
Total:	268

1998 Membership Roster

The 1998 Rochester Chapter Membership Roster is enclosed. You will want to keep it handy for reference. Also to add names of new members or note change of addresses and/or phone numbers.

*** Elections ***

All Officerships and three of Trustee positions are up for election this year. Mail your ballot, as per instructions, or be sure to bring it to the meeting on May 21.

— Fire Sale —

Duncan Richards, as his last official duty as Manager of the Chapter Stores, is planning a "Fire Sale" of items that have been in inventory too long!

Date of the Sale: May 21 at the Meeting.

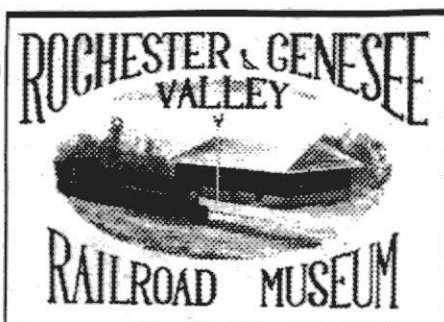
Memorial Planned for George Hockaday

Request for Slides

George Hockaday passed away the last week of April. He was a well-respected mechanic of Alco locomotives and was called upon to service Alcos around the country. His residence was Sodus and worked on Ontario Midland engines; also he has worked on NKP #79 owned by John and Gene Redden. He also worked on EK-6.

A Memorial is planned by Ontario Midland for June 20th. They would like to borrow any slides that show George and his equipment.

Please contact Paul Saracen, 43 Suellen Dr, Rochester, NY 14609; phone: 716-482-3075.



Rand Warner, Manager, 425-8587

Outreach Opportunities

Hillside Children's Center: If you have any O-gauge or O-27 Lionel equipment, or would be willing to help with a model railroad for the Hillside Children's Center, we'd like to hear from you. It sure would mean a lot to the kids there. Call Rand Warner, 425-8587.

Genesee Boy Scouts: If you'd like to work with Boy Scouts on their Railroad Merit Badge requirements in conjunction with our Museum, call Dale Hartnett at 243-0139. He will be coordinating a Scout group from the Genesee area to do projects at the Museum.

Spring Planting

Our line crew has placed (planted) eight more poles for our trolley electrification project. You can now see them from East River Road at NYMT.

We even have two sets of double poles near the NYMT barn to support span wire construction. Stand up there and you can now begin to get the feel of a real electric trolley line!

Thanks to Scott Gleason, Matt Gleason, Neil Bellenger, Rand Warner, Dan Waterstraat, Charlie Lowe, and Co. Now we're really on a "pole role".

Scrapper of the Month

George Knab has taken several loads of metal scrap to the nearest scrap dealer.

Everybody wins! The scrap yard gets needed scrap. We get several hundred dollars towards our projects. And we get our property looking more attractive.

Keep up the good work, George, and thanks a lot.

Thanks to ...

Ken & Rosemarie Young for donation of hand tools.

Picture This

Milk Can Handoff

A south bound trolley from New York Museum of Transportation meets a steam train from Rochester & Genesee Valley Railroad Museum at BOCES crossing siding.

Milk cans from the trolley are handed off to the Erie Milk car, pulled by steam loco #12, for delivery to our Erie Depot.

All the pieces exist on the property now. We can make it happen for our visitors.

*** Milk cans and mail pouches wanted for displays and future use as per above. ***

Jobs or our new tow truck from Upstate Milk

Completed

- Relocate RL&B trolley waiting room.

In work

- Relocate Ferguson tractor from NYMT to RGVRM.
- Relocate FWD snow blower from NYMT to RGVRM.
- Relocate NYC flagman's shanty from west of LA&L to north or south of NYS Rte 251.
- Relocate Rome grader from hill behind depot to west side of LA&L tracks.
- Relocate 4-wheel air compressor from hill behind depot to west side LA&L tracks.



Joe Scanlon photo

Before

by Joe Scanlon

Our Upstate Milk International Harvester Wrecker truck was a State of New York dump truck in its first life.

In 1974, Mike O'Meara bought it for Upstate Milk and built it into its current configuration as a heavy duty wrecker. It served Upstate faithfully for 23 years. According to Chuck Strang at Upstate "It always did everything we asked of it."

In December of 1997 Upstate Milk, through the efforts of Mike O'Meara and Chuck Strang (along with help by Ted Strang of the N.Y.M.T.) this truck was donated to our heavy equipment collection.

... And This

RPO Pickup at Speed

Our Pennsy RPO car, pulled by a steam or diesel or electric loco, catches a bail bag live from a line-side pick up post at track speed.

We have all the pieces to re-enact this scene except the hardware for the track side post and the hook for our Pennsy RPO car.

Can you help us with the missing pieces?

Construction & Equipment

by Joe Scanlon

The month of April has been spent getting ready for the upcoming earth moving season. The parking area West of the LA&L has been cleared of the clutter which seems to grow over the winter as access to other areas become limited by the very wet weather. The plan is to surface this area with crushed stone after a little more grading is done. Both the equipment yard and the red barn up on the hill have been cleaned out and debris put in the dumpster and scrap iron hauled to the scrap yard. East of the depot yard stored material has been relocated and trees removed in anticipation of cutting a new driveway to the Silver Anniversary Restoration Building later this year. The restoration building area has been graded up to improve drainage.

Plans are being made to sand blast and repaint a number of pieces of heavy equipment and to make our recently acquired Army crawler crane operational. The Army truck crane and the Burro crane are scheduled to receive new diesel engines this spring. The R-model Mack dump truck is scheduled for active duty in the earth moving fleet after repair of radiator and fuel tank leaks. The DM-model Mack ten-wheeler is scheduled to receive a flat bed body as soon as the Dial-a-mix body is shipped out to its new owner.

Shovels, dozer, loaders and graders need oil changes, lubrication and minor tinkering to get ready for the season.

There's plenty of work to be done, and you're welcome to come out and help - just see any of our volunteers, and get on board!

Thanks for the many hours of work by our dedicated volunteers: Scott Gleason and sons, George Knab and grandson, Jim Loomis, Bob Mader, Art Mummery, Dan Waterstraat and all who have helped.

Freight Equipment

by Chris Hauf, Superintendent

With the better weather coming, this looks like it is going to be an exciting summer in the Freight Department. This summer we will be completing the interior of the PC transfer caboose and repainting the exterior into PC green. Our PRR N5C port-hole window caboose should be coming in sometime soon from PA, and we are planning to have our second East Rochester built MDT reefer moved in from Buffalo before season opening. Chris Hauf has cleaned out the interior of our 1926 FGEX wood reefer which is complete and in excellent shape. He has also investigated what needs to be done to reconstruct the 2 missing wood ice hatches on the roof. Once these hatches are completed, the car will be weather tight and could be used for storage or additional displays. Anyone looking to help reconstruct these hatches, please contact Chris at 381-8583.

Also milk cans and RPO-type mail pouches are wanted for displays

Along the Tracks

Toronto's Union Station Sold

At a news conference on February 12, the National Hockey League's Toronto Maple Leafs announced that they had purchased the National Basketball Association's Toronto Raptors and the under construction Air Canada Center. Included in this purchase was Toronto Union Station.

The Union Station will become a gateway to a new arena and also create more commercial space for shopping and entertainment. The TTC is planning on constructing a second platform at a cost of \$40 million to accommodate increased traffic. (*The Turnout*, April 1998)

Dinner in the Diner

Lake Shore Chapter to serve dinner in the diner. A dinner of stuffed chicken breast will be served to the Chapter's guests on May 9 in the dining car *Lake Wenatchee*.

Unlike Amtrak's recent announced 'experiment', there will be no plastic plates; instead it is linen napkins, table cloths, china and fresh-cut flowers - all for \$12.50 donation. (*Empire State Express*, April 1998)

'Afterglow' Convention Trip

Overland Chapter, NRHS (Moline, IL) is sponsoring an 'after-glow' excursion following the National Convention in Syracuse.

Dick Davis resigns as VP-PR

Dick Davis, who has been VP-Public Relations of the National since 1994, has resigned his post. His bout with melanoma cancer a year and a half ago, but now hopefully conquered, plus enduring a parent's anxiety of brain operations on his son to remove the site causing seizures, has understandably left Dick exhausted: emotionally, physically and financially.

Assuming the VP-Public Relations responsibilities is **Terry D. Holdeman** of the Promontory Chapter. New addresses apply:

Send all inserts to for **NRHS NEWS**:
Terry D. Holdeman 612 Aria Way #2
Wendover, UT 84083

Address for mail: Terry D. Holdeman
P.O. Box 938 Wendover, UT 84083-0938
Phone: 435-665-2925 e-mail: Tholdeman-@compuserve.com

Rail Camp Pilot Program Update

Steamtown officials have enthusiastically endorsed the project and have spent considerable amount of time building a curriculum.

The dates are July 13-20 for the New England Rails excursion between Syracuse to Boston. The itinerary includes Amtrak's "Vermont" and "Adirondack", Conway Scenic R.R., Mt. Washington Cog R.R., Maine Narrow Gauge Museum, Seashore Electric Museum, Casco Bay Cruise and Lowell National Historic Park. Price: \$1,495 or \$1,695 excluding to Syracuse or from Boston transportation. Interested? Contact: Overland Chapter, NRHS, 1412 Twelfth St., Moline, IL 61265; phone: 309-764-1834. (Overland Chapter flyer.)

Wants BR&P/B&O information

Interested in contacting a modeler or railfan having data on the BR&P and the B&O operations of the BR&P before 1951.

Joel Norman, 371 Majestic Ct., Harvester, MO 63304-1932. At one time, he was an Erie-Lackawanna employee.

"Clara" to be dedicated:

June 7 - Come to Angelica, NY

The PS&N Railroad Historical Society is planning a big event for June 7 at the Allegany Co. Fairgrounds in Angelica, NY.

It is centered around the dedication of the restored *Clara*, private Car #99 of the Shawmut at 1:00 PM. Other events include exhibits, antique cars and displays, a Stanley Steamer, Chicken B-B-Q, village tours including Clara & Frank Sullivan Smith's mansion.

NRHS NEWS

The project can accom-

modate up to forty 9-12 graders. Ten NRHS Chapters have expressed an interest in sponsoring one or more participants agreeing to pay their tuition for the week of July 19-25. The cost is \$495. Preliminary deadline is June 1; final registration deadline is June 15. Application forms are available from Dave Luca or Bob Miner.

Financial News:

Comptroller Bob Heavenrich reported that the National is about \$33,000 in the black. Result of better than expected revenues and lower than expected expenses.

New National e-mail address:

The NRHS National Office has a new e-mail address:

nrhs@compuserve.com

Use this address to contact the staffs of the *National Railway Bulletin*, the *NRHS News*, and the NRHS Libraries, NRHS Membership Records or Office Manager Lynn Burshtin.

NF-NRHS to ride Toronto Trolleys

The Niagara Frontier Chapter, NRHS will partake of "Historic Trolleys in Toronto" on Sat., June 6. Departure is from Niagara Falls, Ont VIA RAIL station at 7:40 AM.

Prices are \$39.50 Adult; \$35.50 Senior, 60+; and \$24 Child, 2-15. Contact: Richard Guarino, 10255 Main St, Clarence, NY 14031. Information only: 759-7203 (days) or 434-5665 (evenings).

Operation Lifesaver

In 1996, nationwide, 1.9 million people participated in some 9,200 presentations. The figures for 1997, the 25th anniversary, should be available shortly.

Test Track: (Answers on page 5)

1. Many freight trains travel at 60 mph on dry, level track. How long would it take a mile-long freight running at 60 mph to pass a given point?
2. How long at 60 mph and 50 mph?
3. Do most railroad bridges have walkways so that people on foot can get out of the way of passing trains?
4. Does it take about twice as far to stop a train as to stop a loaded semitrailer truck?
5. What value does a crossbuck have relative to other highway signs?

The Answers to Operation Lifesaver Quiz on Page 4

1. An average train of 100 50-foot long cars is 5000 feet long, coupled to three or four locos makes the train about a mile long. Traveling at 60 mph the train is making a mile a minute so it takes only 60 seconds for that train to pass a driver's spot, despite the driver thinking he/she is going to be there forever. In fact, there are many intersections in Salt Lake County with left turn signals on both directions where the lighter trafficked road has to wait a minute and 45 seconds far longer than a typical rural or suburban grade crossing.

2. At 70 mph, this mile long train whips past your spot in 51 seconds. And even at 50 mph, it only takes 72 seconds.

3. Most bridges don't have walkways, and even when they do, they are only for maintenance workers, as anyone else would be trespassing.

4. Traveling at 55 mph on dry, level road, a semi takes about 300 feet to stop. A train at that speed takes about 5280 feet (one mile). That's 18 times as far, not twice as far.

5. The crossbuck is a regulatory sign that has the same value as a YIELD sign. If a police officer sees a motorist cross a track when a train is just a short ways down the line, and he thinks the driver should have stopped to give the train the right of way, he can give the driver a citation even when there was no collision and no injury.

(Source: Promontory Chapter's *The Golden Spike*, Mar/Apr 1998. This issue contains several articles on Operation Lifesaver.)

A Video Review

Cuba Steam

A Video tape from Pentrex

Reviewed by Bill Heron

During the sugar cane harvest season, January - May, of 1996, Pentrex sent a team of Canadian photographers to Cuba to document steam operations in Castro land. There is no main line steam in Cuba, but steam continues to play an important part in the movement of cut cane from the fields to the processing plants. There are about 150 cane processing plants and about fifty of them employ steam locomotives. For a dozen of these, steam is the only form of power used. All told, as of 1996, there were about 300 steam locomotives in use, (seasonal), in Cuba.

This tape does an excellent job of documenting the use of steam. Several manufacturers are represented, including Alco, Porter, Vulcan and Henschel. Baldwin locomotives appear to make up the largest group. The newest steam engine in use is a 1935 Baldwin 2-8-2. The largest is a 1925 Alco, also a 2-8-2. Most of the locomotives date back to the early years of the twentieth century or the 1920's.

The tape's narration explains that reasons why these old timers can be kept running include the fact that for more than half the year they are out of service, allowing lots of time for maintenance and repairs. Many parts are obtained from China in exchange for sugar. And Cubans have had to become adept at improvising in order to keep mechanical equipment operating because the US embargo has shut off imports

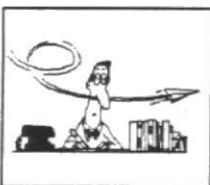
of replacements. Fascinatingly, the tape shows a good number of ancient US automobiles from the 40's, 50's and 60's still providing transportation. Oil obtained from Russia in exchange for sugar fuels the Cuban steamers.

The tape moves from one steam-using "centrale", (cane harvest and processing center), to another. There are many fine action shots of operating steam locomotives, including the following: 1916 Baldwin 2-6-0, (a frequently encountered type), a 1914 Baldwin 2-6-2T, a 1920 Alco 2-8-0, (another frequently seen type), a freshly restored Alco 2-8-2 of 1925 vintage, a 1920 Baldwin 2-8-0, a 1920 Vulcan 2-6-0 and a 1904 Rogers 2-4-2T.

Four gauges are in use among the sugar cane railroads. These include standard gauge, 30 inch gauge and the odd gauge of 27 and 3/4 inches. I wish the narration had explained why this gauge was used instead of just going to 30 inch and being done with it. In some cases there are dual gauge lines.

For me, the best sequence on the tape shows a 1912 Baldwin 2-8-0, 30 inch gauge, charging up a hill on track as well covered with grass as a suburban lawn. The old lady wobbles and waddles on rails that must not have been attended to for years, but she gets the job done, spouting great plumes of black oil smoke in the process. I surely would have liked to have been there. If you like steam, you'll like this tape.

Forthcoming articles: More reviews & trip reports by Bill Heron; several interviews; the history of NYMT - and more!



Editor's Corner

This issue of *The Semaphore* has fewer pages to accommodate: 1) the 1998 Chapter Membership Roster, and 2) 1998 Election Ballot for Chapter Officers and Trustees.

In late April, I took a trip to central Pennsylvania for family genealogical work - but included some RR observations.

In the yards at Northumberland are 100+ Conrail covered hoppers, all showing signs of needing paint. Are they due for scraping?

In the Gang Mills (NY) yard were four snow plows in good yellow paint.

North of Lewisburg along US 15 was the Lewisburg and Buffalo Creek tourist train set with a mixture of passenger cars.

It was 20 years since my last visit to Strasburg area. Toured the PA Railroad Museum, which has doubled its interior display area. Nice mixture of mostly PRR equipment. GG1 #4800 ('Old Rivets') sits outside having been displaced by another GG1. They had a donation box for restoration by the door to the yard. Dug into my wallet to retrieve two \$1 bills, but as they went in the box, one was a ten - oh well, good cause!

The Strasburg Railroad has greatly expanded their facilities since 20 years ago.

As you might have read, they have contracted to refurbish the *William Mason* for use in a new western movie. Also, I believe they are constructing a new steam locomotive from ground up.

In Sunbury, a signal bridge skeleton still exists downtown on the abandoned Reading right-of-way; looks like it was double tracked.

If you are a Lionel train hobbyist, the Northumberland Historical Museum contains an excellent collection including several one-of-a-kind.

Back home, they are tearing up the rails on the Conrail line that crosses Thomas Ave. in Irondequoit. Wonder if the work will progress down along Seneca Park and southward?

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,

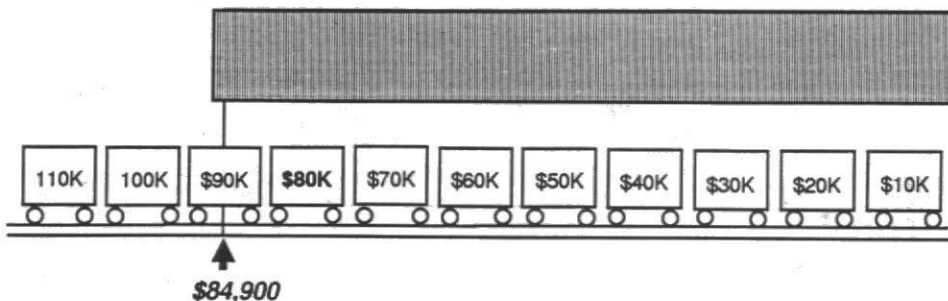
The Semaphore Staff:

Editor: Gale Smith

Printing: Dave Luca

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: First Day of Each Month**

The status of our Restoration Building Fund. Each 'car' represents \$10,000 in the fund. Surprise – the building moves rather than the train – easier to do!



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

The Semaphore

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

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Chapter Meeting & Program:

Membership Participation Night

Part III: "Your Favorite Slides"

May 21, 1998

40 & 8 Club

933 University Ave.