



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 23326, Rochester, NY 14692-3326; Published Monthly

December 2007
Volume 50, No. 4

Program for Dec. 20:

Canadian Branch Line Steam

by **Ted Jackson**

At the November meeting, Ted presented three movies on Norfolk & Western, Virginian and Pennsylvania steam.

This month, he will continue with a similar program on Canadian Branch Line steam.

Meeting is at the 40&8 Club, 933 University Avenue (next to the rear entrance of Eastman House, or across from the Gleason Works). It starts at 7:30 PM, breaks for an intermission, program follows.

Before and during the intermission, our Bookstore is open. The 2008 Calendars will be available, along with other items.

As always, guests are welcomed!

Future Programs (subject to change) 2008

Jan 17: *Railroad Slides from Long Ago* by Ron Stacey

Feb. 21: *Railroad Movies in Western NY Area circa 1929* by Dave Feelmor

**Merry Christmas
and a
Happy New Year!**



Year-End Party

Saturday, January 12, 2008

2 PM until

The Chapter will host its annual Year-End Party at Industry on Saturday, January 12, 2008 from 2PM till.

Plans call for:

- > Food and drinks (bring a dish to pass),
- > Railroad-related entertainment,
- > And train operations.

If you plan to attend or would like to help out, please contact Mike Dow at mdow@rochester.rr.com or 716-474-2812

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Kevin Klees continues to work on the cosmetic restoration of the Plymouth BL. Shown here is one of the new wood engine side cover frames Kevin made along with the sheet metal cover that he fabricated which goes between the frame and the engine side cover.

[Chris Hauf photo and caption]



2008 Chapter Calendars for Sale

via Chris Hauf

The 2008 Chapter Calendar features twelve black & white images of the New York Central Railroad in the City of Rochester and surrounding communities of the 1950s era.

This was the period that the New York Central was replacing steam with diesel locomotives. There are six views of steam locomotives pulled freight and passenger trains, and six views of diesel locomotives pulling freight and passenger consists.

These views are from Mr. James Carper Collection. Mr. Carper, a Rochester resident, spent considerable amount of photographic efforts documenting Rochester's transition from steam to diesel. He donated a portion of this collection to the Chapter that it would share the images with the public.

The calendars are \$18.50 each (\$15.00 each plus tax, shipping and handling). They can be purchased on line (www.rochnrhs.org) or ordered by sending a check made out to: Rochester Chapter, NRHS for \$18.500 per calendar to: Rochester Chapter, NRHS, PO Box 23326, Rochester, NY 14692-3326.

The 12-month calendars, featuring one photo per month, are wire-bound, and printed on heavy glossy stock.

Shows, etc.

Jan. 26 & 27: *Amherst Railway Society Railroad Hobby Show*. Eastern States Exposition, 1305 Memorial Ave., West Springfield, MA. Largest show in the East.

Feb. 24: *Western NY Slide Show 2008* Whistle Stop Inn, Alden, NY, 1338 Exchange St. 3:00 to 8:00 PM. Cost per person is \$22, includes buffet dinner consisting of beef on Weck and boneless chicken wings. New presenters are welcomed. Commit no later than Feb. 10 by calling 716-896-1377 or smkoenig@roadrunner.com.

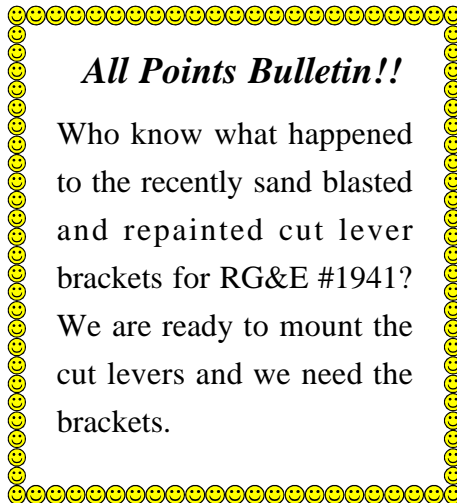
April 26-27: *25th Finger Lakes Railfair and Train Show*, by the Cornell Historical Society, NRHS,. The Field, NYS Rte 34 four miles north of Rte. 13. Information: James Torgeson, 716-628-2556; jst24@cornell.edu.

Contributors to this issue: Mike Dow, Chris Hauf, Lynn Heintz, John Redden, Harold Russell, Rand Warner and various publications as noted.

Store manager needed for January and February events.

Our dedicated Bookstore Manager, Don Wawrzyniak, will be on a Florida vacation for the months of January and February. He is requesting that a volunteer will *step forth* to handle store sales at meetings and shows during this time.

Please, call Don at 288-4133.



All Points Bulletin!!

Who know what happened to the recently sand blasted and repainted cut lever brackets for RG&E #1941? We are ready to mount the cut levers and we need the brackets.

Looking for gift ideas?

Here are a few. Others are the 2008 calendar, for a battery railroad lantern, inscribed with the Rochester & Genesee Valley Railroad Museum logo.

These are available at the Book Store sale table at the meeting.

Chapter's Pennsy hopper model now available!

by Lynn Heintz

The Chapter has for sale a custom decorated HO-scale Bowser hopper car. It is an H21g Pennsylvania 4-bay hopper that is lettered as our car was when it came from the rebuild program shop in the early 1960s.

The model sells for \$15 and that includes tax and shipping. This fundraiser will raise money that will be used to repaint the car. The models will be available at all Chapter Store dates.

[Ed. This project was undertaken by Lynn Heintz.]

Membership Report

Jessica Stallone, Chair

No activity this period.

If you haven't sent in your membership renewal, please do so within the next couple of weeks, so that Jessica can transfer such to the National Office.

DO send it to:

Jessica Stallone, Membership Chair
60 High Manor Drive, Apt 1
Henrietta, NY 14467

DON'T send it to the address on the membership renewal card; scratch this address off!

Before Year 2007 ends

.... consider giving a tax-deductible contribution to the Chapter. You can designate what activities you want it to fund and we have many!

Hanukkah Greetings

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

NYSR History on CD

In the 1920s, *Transportation News*, a company magazine of the New York State Railways, published a series of articles about its street railways and interurban lines, covering the horsecar days of 1860s into the 1920s.

Charlie Lowe, of NYMT, has reproduced the complete set of articles on compact disc, adding an introduction and table of contents. This CD is available from the NYMT's Gift Shop at \$13.99 plus tax.

Directions to R&GV RM:

Either take I-390 or E. River Road to NYS Route 251,

West on NYS 251 to just before the railroad crossing (Livonia Avon & Lakeville RR) Our Museum and collection is by the railroad.

For New York Museum of Transportation, about 1/2 mile North on E.

Motive Power

by John Redden

Diesel locomotives

We have continued our restoration work on the 45-tonner this month, and this culminated in the successful start-up of the number one prime mover. We first discovered the problem with this engine several years ago, and have made slow-but-steady progress in correcting it, since then. Thanks to the many Chapter members who have assisted in getting this unit back to serviceable status.

In other work, Jim Johnson completed the installation of two brand-new KIMSTART pre-heating units for this locomotive. Thanks to Jim for his fine work, in donating and installing them in the 1941. John Redden, Dave Chapus, and Rick Israelson worked on the sandboxes for this unit, and, as of this writing, the front sandboxes have been cleaned out, sealed up, and the sanders have been re-installed and tested. Also, thanks to Elaine and John Redden for donating 150 pounds of sand for the 1941 and the Plymouth number 1.

Although we sometimes like to avoid the inevitable, that time-of-year has arrived again, to hook up battery chargers to our diesels. Thanks to the remarkable generosity of our members, four of the Chapter's six diesels have received complete sets of brand new batteries in last few years. So our efforts to protect the investment have more meaning than it did in the past. This month, John Redden set up and adjusted the trickle chargers on all of the diesels, to keep them on charge for the Winter.

Trackmobiles

Trackmobile TM2 has been re-assembled and is back in service. Norm Shaddick and Bob Mader re-installed the valves, cylinder head, and other accessories on this unit. Our other Trackmobile, the TM1, had new spark plugs installed by Norm Shaddick and Dave Luca.

Plymouth Gasoline Locomotive

During November a second engine canopy side panel frame was fabricated by Foreman

Managers: **Railroad:** (Motive, Rolling stock, MOW, ROW)
Chris Hauf: 381-8583; crhauf@frontiernet.net
Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)
Dave Luca: 288-0318; daveluca@frontiernet.net

Klees. Cleverly designed props that hold the side panels open, have been completed and installed. We had recently ordered specially-formed sheet metal pieces in order to cover the engine canopy side frames. These were completed this month, and have been received from the vendor. Thanks to all who contributed to the purchase of these sheet metal parts.

The floor in the cab of the Plymouth is also now complete. Once the sheet metal is applied, it will be painted. The list of tasks necessary to complete this restoration project is getting smaller every month. The front grill portion of the engine canopy will be the last major part to be fabricated.

Other work

Although not strictly Motive Power, another rail-mounted piece has been receiving more work this month. The HRC09, a GMC Hi Rail maintenance vehicle has been nearing completion. Many people have worked on this unit, almost since the day of its donation by Genesee Valley Transportation. These volunteers have included Jim Bob Mader, Norm Shaddick, Rand Warner, Jeremy Tuke, Rand Warner, Jim Johnson, Don Pohler, Pete Gores, and probably a few other folks who are not known to your author. The most recent work has been the installation of a new set of spark plugs, and the cleanout of the fuel tank. In addition a new set of interior door panels has been recently donated. Thanks to all the people who are making this Hi-Rail vehicle another success story on the list of RGVRRM restorations.

Thanks to all of our Motive Power volunteers, and also to Norm, Ron, and Kevin, for their input to this article.

***** Farewell *****

I have chosen to step down from the Motive Power Superintendency, as well as my other titled jobs, effective November 30. With our departure, we are looking forward to getting back to several projects that have been neglected for years.

Ron Amberger has kindly agreed to take on the job of *The Semaphore* Correspondent for Motive Power, until a new Superintendant has been chosen by the Managers and President.

I wish the Chapter and the Museum, the best, in their future endeavors.

Chris Hauf to serve as Interim Motive Power Superintendent

With John Redden stepping down as Motive Power Superintendent, Chris Hauf will be taking over as interim Motive Power Superintendent duties.

Library Report

Charles Robinson, Chair

The Webster library building has now been turned over to Toddlers' Workshop and the NRHS is gone from that site.

November was a mighty busy month for all the library supporters. It took 4 different moves for us to empty the cabooses and bring the remaining NRHS property to the 40&8, the archival storage, NYMT and the depot. The first move on November 1 which brought the Media Center and many boxes to the 40&8 was executed by Don Wawrzyniak, Jeremy Tuke, John Stewart, Chris Hauf and the library chairman. Rand Warner and library chairman went to the 40&8 on November 13 and successfully shelved all the books in the remaining empty bookcases. This was done to clear the new library of the stacked boxes to make room for the next move. The second move of November 15, with the last of the library's big items for the 40&8, was performed by Dave Luca, Don Wawrzyniak, and the library chairman. We 3 on November 19 also hustled the last items for the archives over to the warehouse. Bob Miner had a crew from Xerox move the copier to NYMT on the 21 st. On November 26, Ben Vernille and the library chairman unfolded all the empty bankers boxes, bound them and took them to the Webster warehouse for further use.

The remaining miscellaneous furniture and construction materials was taken care of during the last week of November by Dave Luca, Bob Miner, Don Wawrzyniak, Chris Hauf, Steve Huse and the library chairman. All the remaining furniture except for a few chairs and the computer desk and the credenza were removed. These last two pieces were originally in the building when we obtained it. The Semaphore supplies were moved to NYMT. Other items went to the depot and the storage area in the Webster warehouse. The floors were vacuumed and

(Continued on Page 4)

Library

(Cont'd from Page 3)

the restroom floor washed. Shortly after noon Dave Luca and the library chairman turned over their keys to Mrs. Nancy and that was it.

Hopefully I have not accidentally left someone out of this well intentioned thanks to all you who pitched in at the last.

Thanks to the wide spread help from so many volunteers we ended our stay at the old Webster library with honor.

Now the new library at the 40&8 has to be set up. Because a reorganization of the entire library and archival storage must now be tackled, a new library committee should be formed to deal with this problem. Hopefully we can find a group of volunteers to take on this job. The new library will be available for loans soon. However, the library chairman is now going to have to slow down on these library matters.

Because of the uncertainty of the library availability, you should run the notice the new library at the 40&8 is still not opened at this time.

Major Rearrangement of East side of Restoration Building Interior

by Rand Warner

A bee hive of activity on Saturday morning, December 2nd, resulted in relocation of D-2 dozer by Joe Scanlon, pelletized materials by Scott Gleason and Dan Waterstraat, workbenches by Scott, Dan, Dave Luca and Rand Warner, and other miscellaneous items under direction of Jeremy Tuke and Chris Hauf.

All this as in preparation for extending Track #8 south another rail length inside the building.

Burro Crane

by Rand Warner

Antifreeze has been checked, batteries have been removed and charged, cab roof has hole plugged with plate, bottom gear box cover has been cleaned and caulked to seal leaks, and rear sliding doors on house have been freed up. Thanks to John Redden, Jim Johnson, Rand Warner, and Kevin Klees.

All this is in preparation for movement of the Burro crane under its own power, to get it outdoors and into useful service. Inside track space freed up by the burro crane will be used for brining in our Heisler fireless loco for ongoing restoration work to get it into operational service condition.

I'm Dreaming of a White Christmas

by Rand Warner

Rick Israelson is faithfully putting up our outside decorations, Christmas lights for the Holiday Season.

Saturday, December 2 dawned bright and clear with several inches of snow!

It was great to see one D-2 dozer, and three diesel locomotives in operation against the snow backdrop.

Let's hope we have a "reasonable" amount of the white stuff for our Year End Party on Saturday, January 12, 2008!

Winterizing Efforts

by Rand Warner

Norm Shaddick has checked antifreeze protection on our locomotives, TrackMobiles, track cars, MOW and high rail equipment.

Charlie Marks has our NYC wood caboose closed in with a new roof and other work.

Jesse Marks has our WAG snow plow closed in and sealed up for the winter.

Heavy Equipment

by Rand Warner

Dan Waterstraat has our Ford 4000 industrial forklift back in much needed service; after removal, repair and replacement of a badly leaking hydraulic cylinder on the fork mast tilt mechanism.

Dave Luca would like to see our white Ford cab & chassis rigged up with a couple cross beams so we can use it for moving rails - especially from our upper area to our lower area.

Track Work

by Luther Brefo

Here is a bit of news from the track dept.

On December 1st, of this year, a track gang comprising of the following individuals, John Redden, Rand Warner, Kevin Klees, Joe Nugent, Matt Glogowski and your author extended track 8 further into the Restoration Building. This extension allowed for our Operations and Motive Power teams to bring in USA 1843 (FM H12-44) for possible winter time use. In the building on track 8 we now hold RGE 1941, RGVRRM 1 (Plymouth BL), and USA 1843.

Luther Brefo, Track Supt..

Northwest Quadrant

by Rand Warner

Dave Luca has cut in a ramp-way from the grade level on the west side of LA&L RR down to the level of the field where we have our permitted space. This will allow relocation of heavy equipment as necessary for the new siding to hold our excursion train set.

LA&L RR will be installing the switch for the train-set siding in the spring.

Dave Luca, Jim Johnson, and Rand Warner are meeting with Niagara Mohawk regarding a new three-phase electrical service on the west side of LA&L RR, to serve the needs of the excursion train-set, trailers, and any future buildings.

Got Air?

By Rand Warner

No, we don't, but we do need air for many purposes at our museum complex.

Our diesel powered compressor on rubber is getting attention from Art Mummery, Dave Luca, Bob Mader, Rand Warner, Jeremy Tuke and Kevin Klees.

Our gasoline powered compressor on rubber will be getting attention from Bob Mader and Rand Warner.

We need a good working compressor to support track work, excursion train set work, and to use air powered tools.

Fortunately, the Schram air compressor is working, but it is of limited capacity.

We will anticipate some good news of progress in toe near future.

Track Department

by Rand Warner

Track #8 has just been extended one more panel length into the Restoration Building on Saturday afternoon, December 2. After the floor area was cleared, ties were spread by Daniel Tuke and friend, Brain. Rails were dragged in by Scott Gleason, and Dan Waterstraat who also delivered ties to place. A large crew including Luther Brefo, John Redden, Joe Nugent, Kevin Klees, Rand Warner and others, soon had the joins bolted and the rails spiked to the ties. Locomotive #1843 will be moved into the new space.

Switch #4 is getting attention from Mike Dow, Dave Luca, Dave Schneider and Mike Roqué.



DID YOU KNOW THAT

By Lincoln Pinn

The Mississippi River among others accommodates significant amounts of barge traffic. This traffic is called a tow. But these barges are pushed not pulled. A 'tow' can consist of as few as one barge to as many as twenty-four or so. A fifteen barge tow (5 long by 3 wide) is the most common. One barge has a

capacity of 1500 tons or equivalent to 52,500 bushels of grain or 453,600 gallons of liquid. A fifteen barge tow therefore can move 22,500 tons of material or 787,500 bushels or 6,804,000 gallons.

Railroad and Truck Equivalents: A jumbo hopper car has a typical capacity of 100 tons; a large truck trailer, 26 tons. Therefore one barge equals 15 hoppers and 58

trailers. A 15 barge tow is equivalent to 2.25 one hundred car trains or 870 truck trailers. Equivalent Lengths. A one 15 barge tow is 1/4 mile long; 2.25 one hundred car trains, 2.75 miles; and 870 large tractor trailers bumper to bumper, 11.5 miles.

This information courtesy of the Iowa Department of Transportation. *But I you knew this all along.*

RR Archaeological Finds in Batavia

by Lynn Heintz

The expansion of the DLW railroad, by GVT, in Batavia, has taken a direction that is of interest to railfans, historians and industrial archaeologists. The railroad took title, earlier this year, to the old NYC roundhouse located off Evans St. When work is finished it will be the new home for the engine which has been housed for several years in the box factory.

The roundhouse was built before 1900 and replaced the first roundhouse, which was located about 2 blocks east. The building was given extensive repairs by New York Central in 1940, leaving only two tracks into it. One locomotive track and one track thru a smaller door for track car repairs. This structure still has the 6 stall spaces inside and probably 5 more un-earthed pits.

By Sept. '07, excavation was

under way for an inspection pit inside the building. The concrete floor was cut and removed, then a back-hoe started digging when it struck large limestones. Proceeding carefully, after management arrived, they were able to remove all the fill from the original inspection pit. The president was so excited, at the find, that he personally and very skillfully, hosed the dirt off to expose the complete walls and floor of the pit. It was soon decided to simply retain the old pit and extend it with a new and deeper section. The walls of the old pit had been capped with a layer of concrete, in which was embedded a large plank (12"+ by 4"+), then the rail was fastened on top.

This is not the end of the story. In November, while they were grading for the new shop track, other facts were uncovered. The complete turntable pit wall, what is believed to be the locomotive water fill stand-pipe pad, several concrete piers that

once supported yet unknown items and the "piece-de-resistance". The walls of the ashpit were discovered in line with the new track and obviously provided the exact location of an earlier roundhouse/ashpit lead. The back-hoe then struck an object that would not budge. More careful digging revealed a row of iron monoliths still secured tightly to the floor of the ashpit. These were the chairs (supports) for the ashpit rails.

The site has provided valuable facts related to railroad work life and may continue to offer up these little gems. We must also give thanks and support to railroad officials who appreciate such finds, and yes, are also railfans.

Some of us may be dreamers, but to stand there you could almost see the ash dust wafting away on the breeze and smell the coal smoke and hot cylinder oil. Now, the old photos of the site seem to come alive and become tiny windows into the workplace of the men we call railroaders.

TRACK CARS - 2008

by Harold Russell

WE ARE ALREADY PLANNING FOR THE TRACK CAR OPERATIONS IN 2008.

THINGS WILL BE DIFFERENT FROM THE PAST.

New York Museum of Transportation's Trolley operations will be combined with the Track Cars'. The Track Cars will no longer be running down the steep south grade and on separate trackage from the trolley. The catenary has been extended further south past the loop switch and the trolleys will operate to its limit. All the Track Car operators can rejoice at this. The steep, south grade proved to be a cause of excessive track car brake wear. It also gave severe operational difficulties when the rails were wet. This new method of operating will require some extra training and coordination with the trolley folks. This will require a little extra effort for the Track Car operators but I am sure the increased pleasure of a longer, gentler ride for our customers will be worth it.

Bob Achilles, Jeremy Tuke, Chris Hauf and Charlie Lowe and I are busy working out the details of the new, joint operation and training. When they are finalized we will let you know. You can expect the 2008 Track Car training to be scheduled in late March, April and early May as before. The exact dates will be published in a future Semaphore. As in the past, there will be a required classroom session plus 'hands-on' training. You may wonder why we repeat these classes every year. Please consider that over a year we tend to forget some of the operational and safety details. Also, experience from last year showed us that the health of some of the operators had deteriorated to a point whereby it was no longer safe for them to operate. I include myself in that category. As always, safety is our prime concern.

All members of the Chapter and/or NYMT are eligible to be Track Car operators. We are always looking for new people. If you have not done before, please consider it. It is a lot of fun. New people should contact me at haroldrussell@juno.com or 585-427-9159.



Harold Russell photo



On December 1, the volunteers of the R&GVRRM cleared room inside of the Restoration Building to add another 33-foot to Track #8. On that same day, they installed the track extension and moved the museum's Fairbanks-Morse H12-44 #1843 into the building on the same track with Plymouth #1 and GE 45-tonner #1941. Quite a day! Pictured here is 1843 and its little 7-ton stable mate, Plymouth #1. *[Chris Hauf photo and caption]*



Webster Library cleaned out!

This view approximates how the area looked ten years ago when the Chapter started to move the two cabooses to serve as its library. Gone are the 2000+ books, about 400 VHS tapes, many slides and photographs, the Barrett collection and other items that your editor and others enjoyed looking at. Our facility at the 40&8 Club could only accommodate about half of this material; the rest is in climate-controlled storage. Even so, Charles Robinson has done a terrific job of organizing the available space. The staff does not have the free access to the rented room; we have to dove-tail our sessions as to when the Club is open for business. Like many of the local veterans associations, membership is dropping, so the Club's hours have been reduced.

The Webster facility was great, except for getting adequate heat; the air conditioning worked very well.

Several weeks ago, it was announced in the *Democrat and Chronicle* that a developer was proposing a development on the west side of NYS 250, across from where our library was. He plans on refurbishing the former Hojack freight house located on this land. We looked at this building; it would take much money to rehabilitate it as well as providing comfort facilities. In days gone by, a passenger station was located in this area. That station was moved across the road and connected to the former pickle factory, which is also the area where the twin cabooses were located. The station became a restaurant/bar; the cabooses were first used as a gift shop to the clientele. Later it became a beauty parlor.



Editor's Corner

First, I apologize, again, for telling you about my computer problems; you have read about these before!

It takes two computers to get each issue out; and my feeble mind can not track which computer has the information desired.

Now the newest one, using Windows 98SE, is too old(!) for many of the new programs like the 2007 Tax programs! In addition, it has a "bug" that allows the cursor to travel back and forth across the screen at the most annoying moments. So you "click" just then it gets to where you don't want it! I now have a "gaming" computer at a lower price!

To top it off, I expected the 17" LCD monitor to give more real estate. It does, with smaller type sizes. My degree of macular degeneration plus mild cataracts, really puts a strain on my brain!

Now the older computer, with Win 95, behaves much better, except it now claims it doesn't have enough memory, and the C: drive is full. My fault, I installed many programs without going through MS "install/remove" route, and then finding out that the program(s) don't have their own uninstall programs.

Microsoft, and associated software companies, have it made with patterning the Gillette marketing routine: must get that new razor, then buy new blades. Actually the printer companies is a better example. Each new printer model uses different types of ink cartridges. The old dot-matrix Epson printers sort of had a standard ribbon; but they then "wised up". Brothers were pretty good with their line of laser printers, until now.

So if there is any Chapter member interested in this interesting aspect, please give me a call. Phone, addresses and e-mail information is on the next page.

Time get to work on the cards; they didn't get sent last year

**Wishing a
Merry Christmas and a
Happy and Prosperous
New Year!**

A New Book Release

"Pig & Whistle"

This is Bulletin 140 just issued by the Central Electric Railfans' Association based in Chicago. This group releases a bulletin (really a high class book) every year. Usually the electric road is around Chicago. But they do others. Several years ago, our Charles Robinson and a coauthor had one published on Texas trolleys.

Bulletin 140 is on the Philadelphia and Western Railway.

I'm sure you have heard about this interurban! NYMT has P&W cars #'s 161 and 168. I haven't fully read this well-illustrated book, but could only find one photo of #161; none on #168, although there are many other views of the 'Stafford' cars.

But there is another Rochester connection!

If you haven't guess it, the answer will be in the January issue.

Rochester Chapter National Railway Historical Society
The Semaphore
P.O. Box 23326
Rochester, NY 14692-3326

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Rochester, NY
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Season's Greetings

Chapter Meeting & Program:
**Canadian Branch Line
Steam**
by Ted Jackson
7:30 PM
Thursday, December 20,
40 & 8 Club
933 University Ave.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke

Vice President: Robert Achilles

Treasurer: Don Wawrzyniak.

Recording Secretary: Dave Peet

Correspondence Sec.: Chris Hauf

National Director: Bob Miner

Trustees: Ron Amberger, Mike Dow,
Dave Luca, Mike Roqué, Harold
Russell, John Stewart.

The Semaphore Staff:

Editor: Gale Smith

Printing & Mailing: Bob Miner, Gale
Smith, Harold and Katherine Russell

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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: (585) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII or *.txt format, as well as a printed copy. Also can send by e-mail to: gale299@frontiernet.net. **Deadline: First Day of Each Month.**

InterNet (World Wide Web) addresses:
<http://www.rochnrhs.org/>
<http://www.rgvrrm.org>

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