

THE SEMAPHORE

The Newsletter of
**ROCHESTER CHAPTER - NATIONAL RAILWAY
HISTORICAL SOCIETY**
Vol. XXXI No. 8

April 1990

PROGRAM NOTES

By: Ron Amberger

We will have another famous Greg Marling and Dan Orr slide-tape show for the April 19th meeting at the 40&8 Club, 933 University Ave. The program will feature slides with an accompanying music and narration on tape. This will be a double feature show.

LIVE STEAM - Featuring main line steam operations from 1970 to 1989. There will be a lot of familiar engines and some from the West and South and Canada.

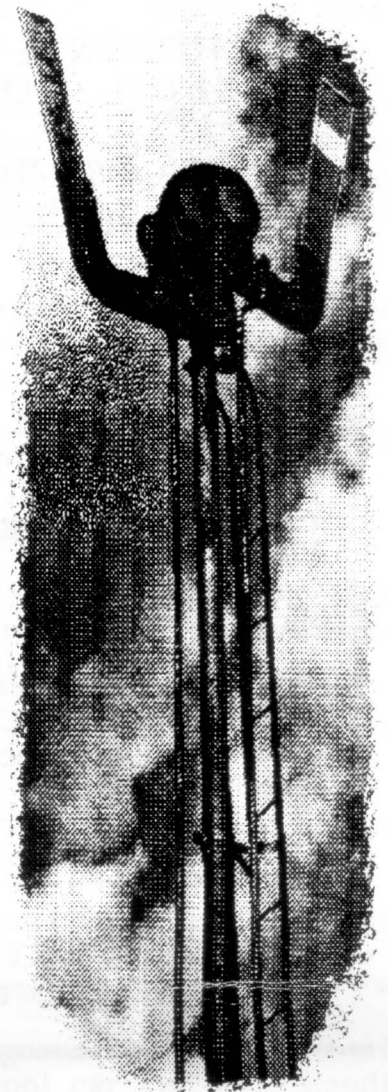
NATIONAL RAILROAD INTELLIGENCE TEST - Featuring the comedy hero Ball Busters in another zany adventure in real true to life railroading.

This promises to be an exceptional program, presented in a professional format by two of the most talented rail photographers in the Chapter. Mark your calendar now for an evening of fun and great railroad photography.

SURVIVOR OF GULF CURVE WRECK DIES

Andy Bayreuther, the New York Central Road-Foreman who was riding in the cab of the "Hudson" locomotive with the engineer and the fireman when the westbound "LAKESHORE LIMITED" derailed on Gulf Curve at Little Falls, NY on the evening of April 19, 1940, died in Michigan recently at the age of 101 years. Bayreuther was the lone survivor of the three men in the cab. A total of 31 people were killed and 119 injured in the accident that hospitalized Bayreuther for over a year. According to the April 22, 1940 Albany Knickerbocker News, Bayreuther was the only man who could "tell what happened in the locomotive during the seconds before the crash". Bayreuther's testimony played an important role in absolving the railroad from fault in the wreck.

- THE CALLBOARD



ROCHESTER & GENESEE VALLEY MUSEUM WORK PROGRESS REPORT

-Chmn. Rand Warner - 248-8889

General

Outreach

- Thirty children and thirty parents from the Little Red Schoolhouse nursery at Spencerport will be hosted at our Depot/Museum by Rand Warner & Co. on Friday, April 6.

Publicity

- Mike Byrne has been getting a publicity package on our Chapter, Museum and Excursions, out to local/regional schools and school districts.

TRACK & RIGHT OF WAY

-Supt. Bill Reid - 589-4880

Priorities

- Continue construction going north from the Depot.
- Begin construction/relocation coming south from NYMT.
- Develop overall land use plans north and south of Rt. 251.

Progress for March

- Missing manholes at the north-end were located by Dick Holbert, Joe Scanlon and Charlie Harshbarger, and were marked and staked.
- New manhole identification numbering scheme was proposed and is being implemented by Charlie Harshbarger.

- Trees and limbs overhanging R.O.W. for track extension to the north are being trimmed.
- Track leveled at switch #6 by Bill Reid & Co.
- Sewer manhole inverts measured by Charles Harshbarger to assure meeting the state engineering requirements for track work.
- Broken angle bar at switch #6 replaced by Norm Shaddick and Dick Holbert.
- Culvert headwall materials were collected and staged and the culverts were number identified by Charles Harshbarger.
- Quotes on rail, hardware, switches and ties requested and received by Rand Warner.

Plans for April/May

- Complete the tree and limb removal of marked trees on north end of R.O.W.
- Begin final grading as soon as the mud season ends.
- Apply fill and ballast to the new R.O.W.
- Continue laying ties and spiking rail on new R.O.W.
- Pump out flowing manhole, excavate and repair/replace broken tiles in sewer line and return sewer to service.
- Get into high gear on tie sales/advertising to support spring landscaping needs by homeowners and builders.

FREIGHT EQUIPMENT

-Supt. John Myers - 334-3948

Priorities

- Appearance of cabooses and painting/refurb exteriors.
- Painting NYC Flat Car & Hopper as appropriate.
- Acquisition of period box car for additional storage.

Progress for March

- End platform planks made up and installed on north end of NYC Caboose by John Myers.
- Discussions on Extra NYC Caboose parts held with supply sources by Rand Warner.
- Quotes for sandblast/prime/paint of Erie Caboose and NYC Flat Car being obtained by R. Warner and J. Redden.

Plans for April/May

- Continue rebuilding the north end of NYC Caboose and obtain missing/replacement parts for underbody gear.
- Determine final paint scheme for Erie Caboose.
- Repair/refurb/replace the trucks on our NYC Caboose.

SIGNALS & COMMUNICATIONS

- Supt. Neil Bellenger - 359-9985

Priorities

- Consolidate and inventory equipment.
- Develop phased implementation plans for signaling.
- Identify and locate shortfall items for implementation.

Progress for March

- All signal equipment in the DL&W and B&O baggage cars consolidated into north end of milk car by Neil Bellenger, Jeff Carpenter, Mike Dow, Dick Holbert, Charlie Harshbarger, John Redden, Norm Shaddick, and Rand Warner.
- Signal equipment tested and inventoried by Mike Dow.
- Signal bullseye equipment and relay boxes being cleaned and painted by Curt Boyer and Mike Dow.

- Dwarf signal installation begun in yard at Depot by Mike Dow.
- Underground power conduit construction for power distribution continued for tracks 3 and 4 and site installation for track 5 scoped out by Neil Bellenger and Charlie Harshbarger.
- Signal and relay schemes proposed and reviewed by Neil Bellenger, Jeff Bochman, Lynn Heintz and Mike Dow.
- Signal equipment removed from NYMT/ROW by Mike Dow.

Plans for April/May

- Install insulated joints north of switch #5 at yard limit and at top of hill south of switch #6=MP 0.5/CP Hill.
- Start bonding of track joints for track circuit relays.
- Install ground rods for new electric panel after frost is completely out.
- Set up appointment with Niagara Mohawk and Underwriters inspector to cut over to new 200 Amp panel box.
- Continue underground power distribution installation to tool car and free standing outdoor power receptacles.
- Continue to develop phased implementation plans and supporting circuit schematics and parts lists.

MOTIVE POWER

-Supt. John Redden - 594-2227

Priorities

- Maintain current locomotive roster operational.
- Determine and locate any needed replacement parts.
- Identify candidate steam and diesel locos for acquisition.

Progress for March

- Batteries on NKP#79 and LV#211 were watered and charged by Norm Shaddick.
- Norm Shaddick is scraping old paint in EK#6 Cab interior prior to final paint scheme application.
- EK#6 air dump valve removed and repaired by Norm Shaddick and Gene Redden and reinstalled.
- EK#6 fuel filters changed yet again by Norm Shaddick.
- Extra batteries being charged using new jumper cables made up by Bob Miner.
- Oil strainers cleaned on NKP#79 by John and Gene Redden.
- Lock installed on nose door of LV#211 loco.
- Bob Cowan is starting up a steam locomotive subcommittee - please call him if you are interested in steam.

Plans for April/May

- Prepare NKP#79 and LVRR#211 locos for 1990 operating season.
- Obtain lube oil analysis for LV#211 and EK#6.
- Complete fabrication and check out of pre-lube pump assembly for use with LV#211.
- Finalize sandblast, prime, and paint quotations for NKP#79 and LV#211 and contract with vendor to complete work before season opening, if possible.

M.O.W. EQUIPMENT

- Supt. Norm Shaddick - 865-2773

Priorities

- Maintain track building equipment operational.
- Determine shortfalls in current equipment set.

- Plan for passenger carrying speeder equipment.

Progress for March

- Jackson tamper, Fairmont speeder and Chesapeake high rail all operational in March.
- Kalmazoo speeder being returned to operational status - refurbishment by Norm Shaddick and Bob Mader.
- Jackson Tamper controls removed, sandblasted, welded and painted at NYMT by John and Gene Redden and Ted Strang.
- Firing order determined for Kalmazoo engine and spark plug cables properly set up by Norm Shaddick and Rand Warner.

Plans for April/May

- Continue mechanical refurbishment and lube of Kalmazoo and make ready for operational start up.
- Resolve tune up problems on Fairmont speeder.
- Begin new body panel installation on High Rail with help of Seabees. Do this incrementally so operational use of High Rail is not impaired for track construction.
- Continue painting and refurb of Jackson Tamper and replace fuel filler cap. Drain moisture off transmission.
- Paint the new dump frame on two-wheel LA&L trailer car and add second lip to the tongue hitch. Also add side boards for ballasting service.
- Make/acquire plans and parts for 10 man crew car to haul passengers - similar to NYMT unit.

PASSENGER EQUIPMENT

-Supt. Robert Miner - 671-3589

Priorities

- Maintain chapter excursion car operational.

- Improve/upgrade excursion train set as possible.
- Acquire additional passenger rolling stock as appropriate.

Progress for March

- Charlie Harshbarger has made up a plumbing tool kit and has reorganized, consolidated, and sorted plumbing supplies in the B&O Baggage/Tool car.
- DL&W baggage car prepped for floor painting by Jeff Carpenter. You can now eat off of that floor!
- Bob Miner has made up a number of heavy jumper cables for use in charging battery lash-ups and repaired a 36 volt dc battery charger for our use.
- Dave Luca and Bob Miner are cleaning and repairing ceiling lights in PINE FALLS.
- Glass replacement quotes being reworked by Rand Warner for PINE FALLS and MU Power Car.
- Quotations for sandblast, prime and paint of Erie Stillwell, DL&W baggage and PINE FALLS being obtained by J. Redden and R. Warner.

Plans for April/May

- Tom Tischer has extended a "Challenger Offer" to paint the MU Power Car exterior if we will get hinges for the vestibule doors installed and the doors hung. How about some help!
- Replace repaired ceiling A/C fan and install diaphragms on the chapter's NYC "Empire State Express" passenger coach.
- Continue acquisition plans for more rolling stock of either stainless steel closed, or steel open window type.
- Get "creative" quotes for rework of side sheeting on west side of PINE FALLS and vestibules/steps of Erie Stillwell coach.
- Paint floor inside DL&W baggage car.

CONSTRUCTION EQUIPMENT

- Supt. Steve Huse - 381-1012

Priorities

- Keep essential equipment operational for construction.
- Weed out and sell unnecessary equipment for cash flow.
- Acquire additional equipment to meet new requirements.

Progress for March

- Plugs acquired for boom truck and boom truck chassis replacement pursued by Rand Warner.
- Backhoe tractor starter motor rebuilt by Steve Huse and Rand Warner.
- Road grader charging equipment checked by Dick Holbert.
- Clamshell crane inspected by potential buyer arranged by Joe Scanlon.
- Heavy equipment auction of Jack Miller Construction Co. attended by Joe Scanlon and Rand Warner. Items bid on but not won.

Plans for April/May

- Locate and acquire cab doors, hinges and hangers for International dump truck.
- Determine upgrade plan for boom truck.
- Install solar chargers on Rome grader and Gradall.
- Install 12V alternator on Gradall in place of 12V generator.
- Strip out unnecessary wiring on Rome grader.
- Fire up clamshell crane. Replace battery, lube and oil. Install steering clevis and make ready to sell for cash.

- Repair leaking tires on Gradall and dump truck.
- Get Homelite 2 cycle gas powered water pump operational to pump out sewer manhole(s).

- Steve Huse is working on installation of post for fencing.

Plans for April/May

- Continue refurb of Depot foundation under south waiting room by Contractor, Seabees and Chapter volunteers.
- Continue grounds clean up and walkways improvement.
- Create landscape architect plan and begin installation of planting and trees. Involve B.O.C.E.S. east group from NYS school cottage and livestock barns area.
- Install remainder of billboard sign panes and complete.
- Finalize sandblast, prime and paint scheme and quotes for BR&P turntable, and develop list of required structural steel for Seabees to replace bad metal.
- Complete cutover of Depot 200 Amp electrical box and associated wiring.
- Complete installation of picket fence along east edge of our Museum, at top of hill by construction equipment.

BUILDINGS AND GROUNDS

- Supt. Dave Luca - 288-0318

Priorities

- Repair Depot foundation before the 1990 season opening.
- Install and repair aprons and walkways for safety improvement.
- General grounds cleanup for appearance to public.

Progress for March

- GRW Carpenters has reviewed the Depot foundation work and has submitted estimate to complete to Dave Luca.
- Library materials removed from Depot south waiting room to temporary storage at New York Museum of Transportation to permit jacking and leveling of south end of Depot.
- Hand painted railroad logo heralds made up and delivered by Curt Boyer.
- Trash run to state school by Charlie Harshbarger and Rand Warner as part of continuing grounds clean up.
- BR&P turntable accessories re-tarped by John Redden & Co.
- Fire extinguisher installed in red tool barn.
- Firewood cut and stacked by Norm Shaddick and Charlie Harshbarger.
- Land areas south of Rt. 251 and east and west of CONRAIL scoped out by Rand Warner.
- Progress continues on removal of track supplies from Depot concrete apron next to B&O baggage car.

THANKS TO

- Dave MonteVerde for info on possible available signal equipment and personnel to contact.
- Jack Beattie, Jr. of GRS for offer of engineering and technical support to signal and track wiring.
- Charlie Harshbarger for donation of new steel fence post markers and fluorescent marking paint.
- Dave Shields, Dick Holbert and RG&E for loan of sensitive metal detector for locating sewer manholes.

- Courtney Shenkle, of Bath, for offer of good 32V battery set for PINE FALLS and possible rolling stock arrangements.
- Barbara Warner for donation of NYCS ash bucket for NYC Caboose.
- Phil Schulp and Charlie Harshbarger for first aid kits.
- Charlie Summers (retired from Navy Seabees) for offer to help in refurb/replacement of prime mover for north end of EK#6.
- Norm Shaddick for donation of EK#6 fuel filters.
- Dave MonteVerde for info on express trucks availability.
- Joe Scanlon for rental of Portolet outdoor toilet for winter season.
- Bob Redden for offer of evergreen trees for grounds landscaping.
- Donovan Shilling for offer to build diorama of the Rochester & Genesee Valley Railroad Museum Complex.
- Tom Tischer for offer of modern refrigerator/freezer.
- Steve Huse for new fire extinguisher for tool barn.
- Norm Shaddick for parts for Kalmazoo fuel system.
- Robert Nothnagle for offer of use of 150 cfm air compressor on weekends - arranged by Joe Scanlon.
- Cal Bulman for info on auctions and dozers.
- Gary Warner for offer of large solar panels for battery charging on construction equipment.
- Gene and John Redden for the control rod repairs on the Jackson Tamper.
- Al Francis for loan of Wisconsin Model VE4 engine manual.

WANTED

- Pre-cast concrete signal mast foundations.
- Insulated joint hardware for 80# Dudley rail, especially bolt sleeves (fibre).
- Iron, steel, concrete, fiberglass, or plastic culvert pipe 18" to 24" diameter, 5' to 20' in length.
- Use of good chain saw to fell trees and trim overhanging limbs along right-of-way for new track.
- Diesel generator for car power 25/50/100/150 KW - 3 phase, 220V delta connection.
- Planking and timbering for NYC Flat Car decking.
- Donor/sponsors for sandblast/prime paint car.
- Fire extinguisher type ABC for each locomotive.
- People to help with landscaping work under direction of Bob Redden.
- Fire extinguisher and first aid kit for Chevy High Rail.
- Four wheel contractor dump rail car 1-2 yd. capacity.
- 60 lb. air hammer for driving track spikes.
- More solar battery chargers for 12V (or 6V).
- Heavy welder 300-400A dc.
- Skid steer loader for grounds cleanup on Saturdays.



"GRADE-CROSSING SAFETY"

Many of our older members will recall the famed "BURMA SHAVE" advertising signs, which once were a familiar sight along American roads before the age of limited-access freeways. The Pacific Northwest Chapter newsletter TRAINMASTER recently ran a feature taken from the Champlain Valley SHORTLINE recalling that back in the 1930's an enterprising shaving cream manufacturer decided to entertain motorists and sell his product at the same time. He did this by painting jingles on a series of signboards placed along the expanding highway network--no more than four words per sign--and spaced them at a distance so that each could be easily read by passing drivers. the last board, of course, would read "BURMA SHAVE" in the company's recognized style of lettering.

Thousands of jingles were thought up, many of them contributed by the public during periodic contests sponsored by BURMA SHAVE. The Railroads were not forgotten and the subject always was one of safety, in what may be considered the first serious efforts to reduce grade-crossing accidents.

Here are some of those sprightly rhymes:

He tried to cross	Remember this
As fast train	If you'd
Neared	Be spared
Death didn't draft him	Trains don't whistle
He volunteered	Because they're scared
BURMA SHAVE	BURMA SHAVE

He saw	Approached
The train and	a crossing
Tried to duck it	Without looking
Kicked first the gas	Who will eat
And then the bucket	His widow's cooking?
BURMA SHAVE	BURMA SHAVE

Trains don't wander	Train approaching
All over the map	Whistle squealing
For no one	Pause
Sits on	Avoid that
The engineer's lap	Rundown feeling
BURMA SHAVE	BURMA SHAVE

Editors Note: This article was taken from the April 1990 Issue of Tower Topics and originally appeared in Phila. Chapter's Cinders.

SPECIAL NOTICE!!!

If your name is color highlighted on the mailing label, this will be your last issue of The Semaphore. If you are a Chapter member your dues should be sent to Tom Way at 556 Hurstbourne Road, Rochester, NY 14609. If you are a Semaphore subscriber, your subscription has expired and you can renew your subscription by sending a \$5.00 payment to Dan Cosgrove, 48 Hillside Drive, Spencerport, NY 14559-1924. The Rochester Chapter-NRHS values your past participation and wants you back ON BOARD, so please address this matter at once.

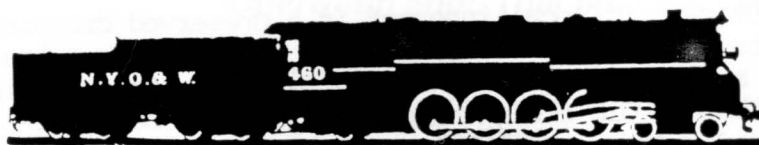
HISTORIAN NOTES

-by Keith Blackall

Mike Byrne informs me that he's seeking information covering the NYC Mainline between Albany, NY and New York City. More specific, he would like this written in the form of a historical travel log pointing out various points of interest tied to the mile markers along the right-of-way. This piece would be entered into Mike's computer and used to create handouts for future Chapter trips to the New York City area.

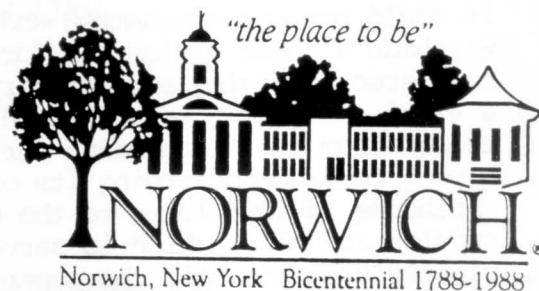
This month Chapter member Bruce Beardsley, residing in Norwich, NY, writes of railroading in the Chenango Valley.





NORWICH IN THE CHENANGO VALLEY:
Susue-Q and the Old Woman

Bruce W. Beardsley

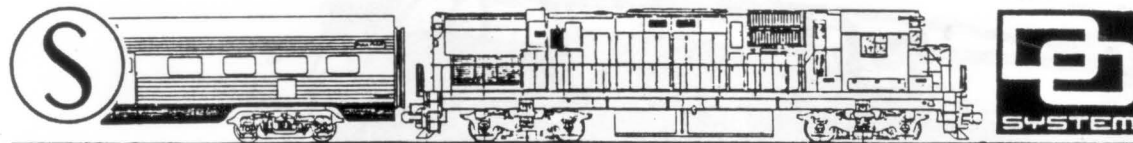


Norwich, New York Bicentennial 1788-1988

Mine was a name you never did put with a face while we lived in Rochester; dual careers and three teenagers kept me from ever getting involved with NRHS Rochester activities (although God knows Arlene Koscianski tried). Although we have relocated, I have enjoyed remaining a member and reading of your accomplishments with the museum and fantrip operations. And I thought a report from our present Central New York base of operations might make interesting Semaphore reading.

"Where in hell is Norwich, New York?" is a question I hear often. Any Rochester Chapter NYO&W buffs will know the answer. Fifty miles south-southwest from Utica, forty miles north-northeast from Binghamton, Norwich was an O&W shop town right up until the Old Woman gave up the ghost in March 1957. The railroad ran through here on its way from the Catskills to Oswego, on a more or less diagonal quadrant to the Lackawanna's Binghamton-Utica line. Today's modern Norwich High School covers what was the south end of the O&W's yard and enginehouse area. If you have a copy of "The Final Years" (Krause & Crist), check out page 73: my first temporary apartment here was in the Midland Park complex, situated precisely where FT 805 is seen moving northbound in the March 1957 photo. The freight house to the north survives today as my employer's (Victory Markets Inc.) bakery thrift store and shipping dock. Opposite stands the old wooden Ontario Hotel (behind the 4-6-0 on page 74), which served and lodged many an O&W crew and still rustles up lunch and drinks today. From there the rest of the way north through town, the old O&W right-of-way remains as a very clearly visible cross-lots alleyway.

But in winter the real NYO&W drama is plain to see as one follows N.Y. Route 12 south: the mean ascending grade south towards Oxford, six miles away, where the railroad curved away across the hills southeast to Sidney (O&W division point and D&H junction) in the Susquehanna valley. When the trees are bare, part of the hillside gradient looks, 33 years later, as if the tracks are still there. Elsewhere in the area there are also many signs: in Hamilton, for example, home of Colgate University, the station and freight house remain and the right-of-way is clear - only the rails are missing.



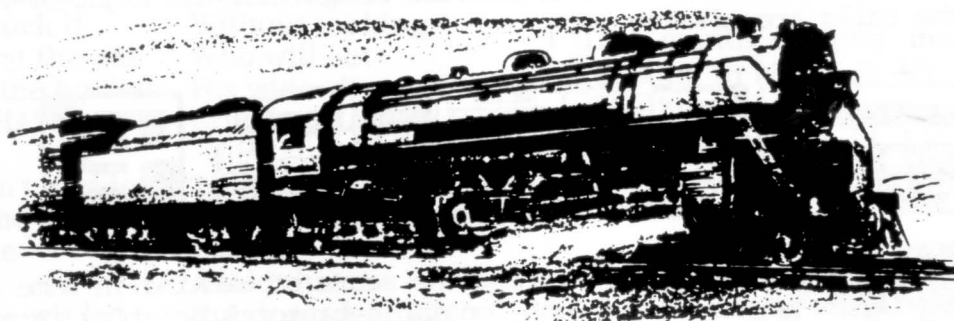
Norwich's own river is the Chenango, bearing the scars of mankind in some places but looking for all the world like a John Constable pastoral painting in others, with a wide floodplain most of the way down to Binghamton. Spring is beautiful here, once it cranks up and gets itself going... a good time of year to explore the railroad we still have left. That would be the Delaware, Lackawanna & Western, whose line today is the northeast prong of Delaware Otsego's Northern Division. DL&W built a little smarter than the NYO&W, following the valley as much as

it could between Binghamton and Utica. Of local interest is a preserved crossing watchman's tower beside the former station on E. Main Street, where a plaque has been erected giving some history and picturing a Lackawanna passenger train behind a 4-6-2. Adjacent to the south, DL&W's old freight house has just now been purchased from the Susquehanna for redevelopment, with an eye - just as one would hope - towards preserving its original flavor. And Victory Markets' dry grocery warehouse, a few blocks to the north, is a 100-year-old former Borden creamery - cupolas and all - which is served today by the NYS&W. (Walter Rich served on Victory's board until the supermarket chain was LBO'd in 1986.)

Locomotives? Don't forget, we said it's the Susquehanna! When I first arrived in April 1988, Alco C420 2010 was a regular item (at that time just returned from a year of inactivity), spelled by the occasional borrowed Guilford MEC U23B or B&M blue Geep. Today we still see 2010 on occasion, usually in the company of original NYS&W GP18 1800. (More often 2010 can be found working D&H's Conklin Yard in East Binghamton.) Even C430 3000 has been here; although it's been shadowed by electrical problems since its much-ballyhooed overhaul up in Rome, on its most recent visit here its 251 powerplant was running as smoothly as just about anything I've ever heard on rails. Recent extra movements through Norwich have included O. Winston Link's CP 4-6-0 453 in tow en route to Rome Locomotive Works, and a south-bound appearance by the FRA's Budd SPV-2000, No. T-10.

And on a recent visit to Conklin Yard, Alcos 5022 and 5017 (D&H RS36), 74-75 (D&H C424m) and 2010 (NYS&W C420) were all found operating. Lest we protest the demise of Schenectady products, remember that five at once is about equal to the all-Alco 1950's-era Rutland Railroad on a peak day! Currently, of course, the region holds its collective breath awaiting the disposition of the Delaware & Hudson. For just a little while we thought it was going to be Canadian Pacific, with its possible favorable implications for Alco-lovers - not to mention an ironic kind of legitimacy for CP 4-6-2 2317 down at Steamtown. But as this is written, that bid has been scuttled by a squabble with Conrail over trackage rights, NYS&W has another operating extension, and the continuing saga has been rejoined.

Meanwhile, welcome to the Chenango valley, central New York's best-kept secret, where NYS&W air horns echo, and on a still winter's night one imagines one can hear NYO&W freight climbing south out of town on the ill-fated bridge line that crossed, rather than followed, the valleys on its way from nowhere to nowhere.



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM STORE

-Operation Supt. Tom Bauman - 458-4289

New books in the Chapter store:

NE Railroad Scene Vol. 6 - The Penn Central	\$ 10.00
New England Shortlines	\$ 6.00
The Final Years - NYO&W	\$ 14.95
C&O Railroad in West Virginia	\$ 7.95

Rochester Chapter NRHS members receive a 20% discount on books ordered through the chapter store.

Thanks to Brian Fitzgerald and Duncan Richards, who helped out at the Edgerton Park Train Meet, held Feb. 4th.

Thanks also to Brian Fitzgerald, Charlie Petersen, and Fran Teahan, who attended the Riverside Convention Center Train Meet, held March 11.

NOTE: The chapter store has canceled its subscription to TRAINS ILLUSTRATED and CLASSIC TOY TRAINS magazines. If you are interested in reader either of these, please send for your own subscription.

ROCHESTER CHAPTER - NRHS CALENDAR OF UPCOMING EVENTS

APRIL

- 15 - HAPPY EASTER!
- 19 - Chapter Meeting - 40&8 Club
- 21 - In Car Training - Sodus, NY

MAY

- 3 - Trustees Meeting - 40&8 Club
- 12 - Webster Girl Scouts Charter - Omid
- 15 - Operation Lifesaver Begins - Greater Rochester
- 17 - Chapter Meeting - 40&8 Club - Elections

JUNE

- 2 - Mohawk Valley Chapter - NRHS Visits Oatka Depot
- 2,3 - Chapter's Spring Fling Railfan Weekend
- 7 - Trustees Meeting - PINE FALLS
- 8 - China Tour 1990
- 10 - Summer Fun Rail Excursions - Omid
- 14 - Chapter Meeting - TBA
- 17 - Summer Fun Rail Excursions - Omid
- 24 - Summer Fun Rail Excursions - Omid

ROCHESTER CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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THE SEMAPHORE

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ROCHESTER CHAPTER*

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Harshbarger, Steve Huse, Dave Luca, Bob Miner,
John Myers, John Redden, Bill Reid, Norm
Shaddick, and Rand Warner.

SEMAPHORE DEADLINE:

Deadline for the May issue is April 28. Please
send your articles to Dave Luca at 983 Winton
Rd., N., Rochester, NY 14609.

CHAPTER MEETING:

April 19, 1990 - 8:00 p.m.
40&8 Club
933 University Avenue
Rochester, NY.

