



THE SEMAPHORE

ROCHESTER CHAPTER

NATIONAL RAILWAY
HISTORICAL SOCIETY

EDITOR-CHUCK RIEDMILLER
ASSISTANT-JAMIE RIEDMILLER

TYPING & LAYOUT-LORI MATTICE

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DECEMBER 1986

NO. 4

The December meeting will be held on Thursday, the 18th, at the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

DECEMBER PROGRAM NOTES

By: Ted Miller

A modest audience enjoyed Hank Hagy's excellent super-Beta format video of recent rail activity at the November meeting. The December program will be a mostly steam video entitled, "Steam Over Sherman Hill." This WB video production features super heavy Union Pacific steam power over Sherman Hill in the late fifties with enough smoke for anyone.

The Chapter, through the program committee, has recently been authorized by Eastman Kodak Company to take beneficial ownership of the 1953 Kodak Camera Club film, "The Vanishing American." The film depicts the closing chapter of B&O passenger service from Rochester south to Salamanca and Pittsburgh. Current plans are to transfer the Kodachrome master and dubbed soundtrack to 3/4" inch, master video and add a prologue and titles to produce a saleable video product for the Chapter. Anyone interested in helping in production of the video should call Ted Miller at 889-1055.

THE FREQUENT TRAVELER

By: Ted Miller

A short detour off Interstate-81 in Northern Virginia can lend to a small Alco only operation known as the Winchester & Western. This busy short line has recently sponsored several fan trip activities, but it is the day-to-day activity that is of real interest. West of Winchester, VA, on US Route 50 is the small town of Gore. Hiding in the oak forest just west of Gore is the UNIMIN operation that is the reason for Winchester & Western existence. Sand. Lots of it. The Alco's push strings of empty cars to the mine tracks and pull full ones back. You can follow this operation along state Route 259 for the two or so miles west of the shops, engine house, and small yards at Gore. You'll notice a few passenger cars off behind the engine house. If you have a chance, catch the Alco's in notch 8 on video; they're putting on a rare show in a scenic corner of America.

Tracking the News:

By: C.J. Riedmiller

Starting with this issue there will be a monthly news column that will keep you informed on the latest happenings in and around the country with emphasis on local news. If you have a story of general interest, let us know. Thanks!

POSSIBLE EXCURSIONS THROUGH NORTHERN WEST VIRGINIA:

John King, Senior Vice President of the AB&OSHR group, sent an article on the possibility of excursions on the out of service Grofton to Parkersburg line of the B&O. William Benson, as officer in Steam Locomotives of American, which is located in New Jersey, has brought an offer from the firm to use C&O 614 Reading 2100, and Nickel Plate 765, to the Marietta Tourist and Convention Bureau. The article said excursions could begin as early as spring of 1987. It certainly would be one of the premier excursions in the country since this piece of track, through the West Virginia mountains, is spectacular. Chessie System downgraded this line diverting all east and west traffic over Sand Patch. This is the line the famous Washington to St. Louis National ran on. (Editor)

KINZUA BRIDGE RAILS ACTIVATING

The Kinzua Bridge will come back into service, though not as an important link between industries at it once was. The state of Pennsylvania signed an agreement with Sloan Cornell of the Gettysburg R.R. granting rights to run a tourist train from Marienville to Kinzua State Park and over the Kinzua viaduct. The railroad stated they are going to put a train on the bridge by June 1, 1987. The train will run over the old B&O Mt. Jewett line starting from Marienville. The train will run daily in June, July, and August and weekends in September and October. Plans call for the 1927 Baldwin 2-8-0 to do the honors. The total mileage is 96 miles and is expected to take eight hours. The viaduct was built

in 1882 and was the highest railroad bridge in the world standing over 301' over Kinzua Creek. The viaduct was reconstructed in 1900 to accomodate heavier trains only to be closed in 1959 by the Erie Railroad. (C.J. Riedmiller, from an article sent in by Pete Swanson.)

N & W "A" #1218

Shortly, the N&W Class A #1218, massive 2-6-6-6 Articulate, will be under steam. Work is proceeding and there is a possibility, by the time you read this, that she will be under steam. I really believe this will be the highlight of the 1987 season. I received an article written by George Greenacre, of the Huntington N.R.H.S., on a little history about the locomotive. The article brings to light just what some people are doing to save our great railroad heritage. George's article follows. (Editor)

SOME LITTLE KNOWN HISTORY IN THE LIFE OF N&W "A" #1218:

In 1959, when N&W was shutting down steam engines and scrapping them, Union Carbide was looking for something to provide extra steam for its South Charleston, WV plant during emergencies and periods of peak requirements. It looked like a good match and soon Assistant Plant Manager Dale Calhoun inked his signature on a purchase order and three N&W "A" class locomotives were shipped to the plant. The three locomotives were the #1202, #1218, and #1230.

Carbide had no use for the tenders and with space at a premium, were about to give tenders to the scrapper when Phil Titus (a carbide employee) found out about this and talked his friend (who was an assistant plant manager at FMC's South Charleston Ordinance Plant and something of a steam locomotive buff) into storing them on some spare trackage that FMC had. Union Carbide quickly moved the locomotives to Blaine Island (in the middle of the Kanawha River) very close to their island power house, cut holes in the sides of the fireboxes for gas pipes (they could get

a fire up more quickly in an emergency) and hooked steam pipes into the front end of the boilers through the smoke-boxes. The locomotives were placed in such a way that one man could easily operate the controls of all three. Two were cab to cab on one track and the third was on an adjoining track with its cab beside one of the others.

As stationary steam power units that were only fired up when the temperature got its coldest during the winter or when one of the boilers in the island power house had to be shut down, the "A"s served Union Carbide well for almost five years. In 1964, conditions changed and Union Carbide no longer needed these locomotives. In June, they were decommissioned and quickly removed from the plant and once again were scheduled for the scrap dealer along with their tenders. Phil Titus and another Carbide employee, George Greenacre, knowing that this was about to happen, had started trying to find someone who would save at least one of the three "A"s in existence. Mr. Greenacre finally contacted F. Nelson Blount, who was the power behind the Steamtown Foundation at Bellows Falls, VT. Mr. Blount made arrangements to purchase one locomotive and many parts from the others in an attempt to make one locomotive complete. Messrs. Titus and Greenacre then had the task to select which locomotive and which tender and get them ready to move on a mainline railroad again.

The choice basically boiled down to which one needed the least number of parts from the others. The scrapper, (Raleigh Junk Co.) who was in the process of cutting the other two into haulable scrap, kindly lent the assistance of one of their cranes to move the parts to the survivor. Things like an air pump, front steam yokes, some rods and many gauges were cannibalized from the dying engines to make #1218 as complete (parts-wise) as possible. At that time, no one imagined that the #1218 would ever run again. The effort was mainly to save at least one N&W class "A" for static display in a museum. By September 1964, the #1202 and #1230 were nothing but fading memories and the #1218 was being prepared for a trip to Bellows Falls, VT. (George Greenacre)

DELAWARE & ULSTER RAILROAD TO REOPEN IN MAY 1987

By: Ron Amberger

The Delaware & Ulster has been shut down this year while track work was being done to extend the line from Kelly's Corners to Halcottsville. This involved the installation of crossing signals on route 30 at Kelly's Corners.

The D & U operates over the former Ulster & Delaware R.R. (later New York Central Catskill Mt. Branch) from its headquarters in Arkville. They have an ex-NYC Brill motor car which is a must for NYC fans and all motor car buffs. The car is nicknamed the "Red Heffer" in memory of an identically named car that ran out of Arkville over the legendary Delaware & Northern. The line also has two Alco switchers and two ex-PRR MP-54 multiple unit (M.U.) cars.

AMENDMENT TO CHAPTER BY-LAWS PROPOSED

By: Ron Amberger

The board of trustees recommend that the following amendment to the chapter be passed. The amendment covers an oversight in the by-laws which left no mechanism to fill vacancies in elected offices that occurred during the year.

The proposed amendment reads as follows:

Add to Article IV:

(6) In the event of a vacancy in the ranks of officers, national director, or trustee, the vacancy shall be filled as follows;

The trustees, by majority vote, shall appoint a chapter member to fill the office until the next regular election. The remaining term of office shall then be filled by the nomination and election procedure as proscribed above.



SUZIE Q UPDATE

By: Dave MonteVerde

The NYS&W roster of units working in/out of Binghamton has grown considerably over the past month with the arrival of the former BN SD45's. The first two SD's came east on the D&H's TV94 on October 31. A B&M GP38, D&H Alco 456, led BN6509-6525 and a container train over the Southern Tier District for their delivery to the Suzie Q at Binghamton. Joining these two units are F45 6644 and (already) renumbered NYS&W SD45 6361; an odd numbered unit, not staying with the NYS&W's scheme of even numbering the MU-able units. An additional SD45 and F45 6640 are also expected from BN. A paint contractor has been lined up to redo the F45's in Susquehanna yellow and black at the Suzie-Q's Utica shops. The units should be very impressive on the point of stacks and passenger extras.

In addition to the 4 "new" 45's on the property the Northern Division has had the following units working the division and on through trains: RS3 101 (assigned the LASB at Honesdale), RS-1 252, C420 260, C430's 3000, 3002, 3004, 3006, and SD45 6360. Two SD45's 6364 and 6366 have been leased to US Sprint and were delivered to the D&H at Binghamton on November 20th. These units will be used in fiber optic work train service between Scranton, Binghamton, and Jamesville, New York.

On November 18th the first Western Stack Pack left Little Ferry over the rebuilt Western section of the old NYS&W main. Units 260-6525-6361-3000-3004 led 28 stacks and 10 conventionals over the line to Campbell Hall, with a Chessie Road foreman of Engines riding along. CSX has a keen interest in these trains, being the owner of Sea-Land and a large driving force behind the rehabing of this Western section. On the Campbell Hall to Binghamton leg of the trip CR's Road Foreman rode along and qualified the first NYS&W engineer over the old Delaware Division of the Erie.

William L. Rosenkranz, the Northern Division Dispatcher at Cooperstown (a voice familiar to anyone in the area with a scanner) retired on November 16th capping off a 38 year career in rail-roading which he began on the Long

Island after WW II. His fellow employees saluted him with a formal TRAIN ORDER to retirement giving him a clear block to happiness.

NEWS FROM GENESEE COUNTRY-R&S/G&W

By: Dave MonteVerde

The R&S's GP40's have been busy hauling unit coal trains and merchandise for their customers in and around Rochester. Customer service has been good while management and the crews are working hard on handling the 20% upswing in business.

Road trains RS-1 & RS-2 (Southbound/Northbound) have been all good sized trains the past month. Daytime track-work south of Warsaw and some minor problems with the road power has seen a slight fluctuation in RS-1's early afternoon M-W-F departure from Brooks Avenue Yard. Since the R&S wreck in September a 3rd crewman has followed and the caboosless trains in a company owned Bronco. "Bronco Brakie" (as he is called) follows the road trains on the highway observing them at crossings, and known bad spots on the line, while also helping to line switches, and check the "one eyed brakeman" on the rear.

The yard crews, BY-1 & 2, continue to do the Rochester switching with RS3m LV 211 and they have shortened their names to a double syllable (Bye 2/ Bye 1) designation helpful in multiple switch moves. On occasions 211 gets a hand from one of the Gp40's as the two are MUed to work the Rochester Belt Line hauling loaded hoppers up the grade over CR's Water Level Route. An occasional traveling switcher MP-1 (Multipurpose) is dispatched out of Brooks Avenue Southbound to handle extra local work and to switch the Morton Salt Plant on the Silver Springs Branch.

The R&S has temporarily traded one of their GP40's #104, repainted R&S orange at Retsof, to the G&W for use of their X-HB&T SW1500 #47. #47 has been used in work train, yard, road switcher service, and as road power MUed with the GP40's.

While the 104 has teamed up with the G&W GP38 #51 to form an "orange sandwich" for the X-CR blue #50 and X-D&H blue #63 on the Silver Springs Job (the D&H connection). With the loss of 47 the 2 G&W MP-1500's have been joined by X-D&H nee EL C424m #62, to haul the nocturnal Retsof to Rochester (CR connection) "Saltshaker" leaving Retsof around 7:30 PM and returning after midnight. The "Saltshaker" operates on the R&S Southbound from the Conrail connection at Rochester to P&L Junction and is handled by the R&S' 24 hour a day (manned) operations office.

During the week of November 24 dispatching of the G&W's trackage after midnight was taken over by the R&S. A move which will save the G&W an extra yardmaster-dispatcher which draws its manpower from the limited G&W roster. As of this writing, the R&S midnight trick handles the dispatching of the 94 miles of the R&S including any of their road trains, yard or extra jobs, the G&W Springs job on the R&S and its return to Retsof in the early morning hours on G&W trackage; in addition to the entire return trip of the Southbound "Saltshaker".

The R&S trackage is governed by clearance forms and train orders while the G&W operates on a Verbal Block System. The G&W's Main has the "York Block" from MP 3.3 (North of Retsof) to MP 7 and the "Taylor Block" from MP 7 to MP11, the south yard limit board for P&L Jct. The X-DL&W trackage also has two blocks the "Morris Block" from MP 339.1 Greigsville to Mt. Morris MP 332.1 and the "Grove Block" from 332.1 to MP 326.3, the west end of the WYE at Groveland leading to the D&MtM connection. The Groveland tracks and the entire D&MtM is considered Yard Limits. It is not anticipated that any trains will be dispatched on the DL&W trackage after midnight, limiting the R&S responsibility on the G&W to the Retsof-P&L Junction "Main".

Most of the R&S operations can be heard or 160.770 with the repeaters now switched from 160.460 to 160.455. The old B&O channel 160.530 sees somewhat limited use between portable and to communicate with the B&O dispatcher on their trackage south of Ashford. A

less used R&S channel 161.100 may be put to use as a yard switching channel.

With the seasonal upswing in the demand for salt, the G&W is working their normal 2 shifts in the Retsof Yard, plus a Saturday job. The Silver Springs job is running 5 evenings a week, and the Rochester Saltshaker is running Monday-Saturday. Unfortunately, a great majority of the road jobs are nocturnal.

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Bayview, Ontario,  
Canada, May 1986.  
Photo by David  
MonteVerde.



## STATION OF THE MONTH



The first BR&P station in Scottsville, New York at the turn of the century. It was later reconstructed around 1920. The station is still standing in Scottsville.



First JB-3 on Conrail tracks, CP 373, Rochester, New York, April 1, 1976.



Last LV JB-3 at Rochester Junction March 31, 1976 on Lehigh Valley tracks.

All photos are from the collection of David MonteVerde.

## ROCHESTER CHAPTER, NRHS STANDING

### COMMITTEES

By: Ron Amberger

|                    |                                                  |
|--------------------|--------------------------------------------------|
| Membership         | Tom Way<br>482-2122                              |
| Publications       | Ron Amberger<br>244-6438 (H)<br>475-2103 (W)     |
| Program            | Ted Miller<br>889-1005                           |
| Preservation       | Rand Warner<br>248-8889 (H)<br>253-6016 (W)      |
| History            | Vacant                                           |
| Trip               | Dave Shields<br>359-2914 (H)<br>RG & E (W)       |
| Finance            | Dave Luca<br>288-0318 (H)<br>422-4338 (W)        |
| Stores             | Dick Tickner<br>244-4308                         |
| Mail Order, Retail | Mike Byrne<br>225-5659                           |
| Mail Order, W'sale | Dave MonteVerde<br>889-5329 (H)<br>253-6285 (W)  |
| Library            | Neil Bellenger<br>359-9985                       |
| Newsletter         | Chuck Riedmiller<br>344-0199 (H)<br>343-5398 (W) |

### TWO MORE FALLEN FLAGS:

As part of an overall restructuring of the CSX Corporation, it was announced from corporate headquarters in Richmond Virginia on October 13, 1986, that both the Baltimore & Ohio R.R. and Chesapeake & Ohio R.R. would cease to exist as separate railroad entities. Both would become part of CSX's Transportation Division. This would require the CSX Corporation to surrender the charter of the B&O in existence since 1827 as well as an estimated \$3 million in exemptions from partial state and city tax exemptions. CSX will save on operating expenses. The distinctive logos of the B&O, which includes a capitol dome, and C&O which includes a cat, "Chessie", sleeping on a pillow will be gradually phased off the company's equipment. (Buffalo News)

## OATKA DEPOT RAILROAD MUSEUM

By: Rand Warner

### Progress for November:

#### Motive Power & Rolling Stock:

Norm Shaddick has interior painting of MU Car #4628 almost completed and is now caulking joints.

Dave MonteVerde, Bob Cowan, Pete Gores, Jeff Baxter, and Chuck Riedmiller are supporting operation and maintenance of LV #211 RS3m on Rochester & Southern Railroad.

Lynn Heintz is picking up the foreman job for PINE FALLS from Paul Freiderich who is moving to Florida.

Norm Shaddick is continuing maintenance on EK #6 loco and batteries.

Found!! Missing control handles for MU Car #4628 located by Norm Shaddick. Now we are fully operable.

Additional lights installed and operational in baggage car #633 thanks to Neil Bellenger.

Dave MonteVerde is investigating the upgrade of our Erie Stillwell Coach.

Neil Bellenger completing steps fabrication on Erie Caboose #254.

#### Track & Right-Of-Way:

Siding #5 extended north by Bill Reid, Steve Huse, John Redden, Bob Cowan, and Charlie Harshburger.

Engineering drawings for high tension tower protection created and submitted to Niagara Mohawk by Paul Freiderich.

Cribbing for high tension tower alongside hill being constructed by Bill Reid, Bob Cowan, Charlie Harshburger, Dave MonteVerde, and Rand Warner

Concrete culvert pipe picked up and delivered from Henrietta by Rand Warner and Charlie Harshburger.

Third culvert installation completed and fourth culvert installation started by Charlie Harshburger using the Chapter backhoe.

Rail for 600' of track was picked up and delivered from Francher by Bill Reid, Rand Warner, Bob Cowan, and Charlie Harshburger.

Steve Huse is continuing to remove and deliver assorted track parts in 80# Dudley from East Rochester donor.

High level switch stands look great in the Oatka yard. Thanks John Redden.

#### Depot & Grounds:

John Redden has interlocking display partly operational.

Permit application submitted to NYS for extended acreage use south of Rte. 251 on east side of Conrail by Rand Warner.

Depot foundation being evaluated by Curt Boyer and Ed Anthony.

Rail materials and other materials being collected and organized by Steve Huse and Rand Warner away from the depot.

Fuel tanks were cleaned and remounted by Steve Huse and Norm Shaddick.

#### Contruction Equipment:

Clutch on Ford boom truck readjusted by Rand Warner.

Euclid loader cooling system problems resolved by Steve Huse.

#### Plans for December/January:

#### Motive Power & Rolling Stock:

Complete interior painting on MU Power Car #4628, and install seat arm rests and rataan seat cushions and backs.

Complete steel step fabrication and installation on Erie Caboose #254 and test the airbrakes.

Install charger for batteries on MU Power Car #4628.

Install batteries and charger in PINE FALLS sleeper lounge.

Install new bettery set in EK #6 diesel locomotive.

Move in Erie Stillwell Coach to Depot yards.

Move in the Pennsy hopper car to the Depot yards after completion of repairs to coupler and brakes at current location in Brockport.

#### Track & Right-Of-Way:

Continue installation of culverts, weather permitting.

Continue construction of siding #5 from bumper north.

Continue construction of cribbing around high tension tower.

Begin layout of switch for siding #5 from main line.

Continue to bring ties from off site at Industry.

Investigate acquisition of additional switch timers.

Continue baallasting main line to NYMT up the hill.

Continue grading of main line up hill weather permitting.

Continue excavation of drainage ditches, weather permitting.

#### Depot & Grounds:

Continue installation of outlet receptacles in Depot rooms.

Remove dirt piles from basement of Depot.

Continue restoration of interlocking plant lever panel display.

Set up display of donated railroad tools of the trade.

Continue organization and inventory of Library holdings.

Spread fine crushed stone between display tracks.

Make concrete steps up to the cars more rigid for safety and add hand-rails.

Continue cleanup of concrete platform at north end.

Continue repair of concrete aprons, weather permitting.

Continue engineering inspection of Depot foundation.

#### Construction Equipment:

Install hot plugs and new master cylinder on Ford boom truck.

Rebuild starter on Euclid loader.

Wire up generator on Rome road grader to charge batteries.

Install muffler on Trojan loader.

Reattach fenders and grill structure on Ford boom truck.

Repair/replace floor boards on International 10-whl dump truck.

Repair hydraulic leaks on Balmar Ford backhoe tractor.

Start and run clamshell crane before winter.

Obtain clamshell bucket for Link-belt clamshell crane.

Deliver welder/generator to shop for maintenance/refurbishment.

Acquire radiator setup for Gardner Denver Compressor.

#### Maintenance of Way Equipment:

Investigate leads for Jordan Spreader and Burro type crane.

Remove Detroit diesel from Jackson Yard tamper for rebuild.

Start and run Chevrolet high rail truck before winter.



Check/drain radiators on Kalamazoo and Fairmont Speeders.

**Thanks To:**

Cal Bulman for donation of large collection of marked railroad track tools and other artifacts.

Steve Huse and Rand Warner for donation of repair parts and fuel for construction equipment.

Charlie Harshburger for donation of gasoline.

Marge Warner for donation of track switches and track hardware and anit-freeze.

Ed Anthony, retired from Erdman Anthony Associates, for professional consultations regarding the Depot foundation.

Harold Crouch for maintenance consultation on LV #211 RS3m.

Bob Cowan for technical info and contacts regarding electrical controls on LV #211 RS3m.

Dan Pedtke for consulting/repairs on two-way radios on LV #211.

Bill Reid for donation of 55 gal. drums with covers.

Dave Shields for preparation of financial aid grant proposals.

Dave MonteVerde, Mike Byrne, Ted Miller dan Cosgrove, and Dave Shields for preparation, editing, printing, sealing, and mounting equipment/rolling stock descriptions for brochures and placecards. They really look great!

Sam Brescia, General Crushed Stone Co., for offer of another piece of construction equipment.

Rand Warner for donation of plumbing and mechanical parts and hose reel.

Ted Strang for offer of high pressure radiator for Gardner Denver air compressor.

Slyvester Stern for offer of railroad car windows.

**Wanted:**

Someone to adopt east side of BR&P Caboose to install new wood siding we already have on hand.

Operation and maintenance manuals and other technical literature/information pertinent to LV #211 loco.

Gasoline and diesel fuel, hydraulic fluid, brake fluid, lube oil, grease, and transmission oil #90 weight.

Someone to adopt west side of PINE FALLS sleeper lounge to install new sheet metal we already have on hand.

Acetylene and oxygen tanks for our new welding/cutting outfit.

Cushman utility truck, gas or electric, or equivalent.

Fence post punder made up from a heavy piece of pipe.

Steel bit drills, 1/64" to 1/2" straight shank.

**BON VOYAGE TO PAUL FREIDERICH**

By: Rand Warner

Our erstwhile National Director, Paul Freiderich, is relocating to sunny, warm Florida. In just a few short years Paul has had a very substantial influence on improving our Rochester Chapter.

For just a few examples, he has:

Spearheaded preparation of new Chapter By-laws.

He has been an active and contributing National Director.

Written a new set of By-laws for Oatka Depot RR Museum.

Engineered disigns of our new track route and excavation.

Supervised excavation of our new track route cut and fill.

Successfully concluded engineering interfaces with NYS Environmental Dept. and Niagara Mohawk.

Arranged donation of PINE FALLS sleeper lounge and Conrail Caboose.

Helped underwrite costs of the acquisition/transportation of Chapter rolling stock and Chapter publications.

Spearheaded new Chapter graduated dues scale which has substantially increased our cash flow.

We really appreciate your many endeavors on the Chapter's behalf, Paul. We are very glad you are going to be in Rochester for a few days each month for the foreseeable future. Our loss will be Florida's gain. Look out Jacksonville, here comes a mover/shaker!



The Chapter Store had one of the most successful dates when it was "set-up" at the Minett Building for the TTCS show on November 2. The Chairman for this Show was Norm Shaddick. He was assisted by Cal Bulman, Bob Irvin, Jim Moore, Dave Monte Verde, Dave Shields and Dan Tomlinson. On November 9 the Chapter Store was installed at the Toy Train Meet in Alexander. Volunteers were Tom Bauman, Cal Bulman, Bob Irvin, Dick Tickner and Dan Tomlinson. Alexander is always one of the favorite Toy Train Meets.

### Calendar of Events

January 18, 1987(Sunday) Toy Train Collectors Society Meet, Union Station, Utica, NY, 9 AM - 4:30 PM.

February 1, 1987 (Sunday)Edgerton Park Model Train Group and Rochester Model RR Club, 41 Backus Street, Rochester, NY, 10 AM - 4 PM.

### Books & Other Merchandise Available in Chapter Store

|                                                                  |       |
|------------------------------------------------------------------|-------|
| Potomac Chapter Calendars (in color).....                        | 5.50  |
| 1987 Chapter Calendars...Members \$3.15.....                     | 3.95  |
| Rochester Chapter name tags.....                                 | 3.74  |
| The Route of Phoebe Snow by Sheldon S. King.....                 | 20.00 |
| Lima.....new.....                                                | 38.50 |
| B & O Steam Finale, Volume I.....new from Potomac Chapter.....   | 32.50 |
| Long Island G-5 Heritage.....new.....                            | 6.00  |
| B & O Heritage.....new.....                                      | 7.95  |
| Long Island Memories.....                                        | 6.95  |
| Commuter Trains to Grand Central Terminal.....                   | 7.95  |
| Ed Nowak's New York Central.....                                 | 22.00 |
| Iron Horses Across the Garden State.....                         | 12.95 |
| The Next Station Will Be..Vol. VIII Erie.....new.....            | 10.00 |
| History of Railroad Accidents by Robert Shaw...Special price.... | 7.00  |
| Scranton Division-NY, O & W Railway.....                         | 16.95 |
| The Putnam Division.....                                         | 8.95  |
| Crossties Over Saluda.....                                       | 6.95  |
| Compendium of American RR Radio Frequencies...new.....           | 8.00  |
| Concise Encyclopedia of World Railway Locomotives.....           | 10.00 |
| Grand Central.....                                               | 22.95 |
| The Late, Great Pennsylvania Station.....                        | 19.95 |
| Lackawanna Heritage.....                                         | 7.95  |
| The Route of the Orange Limited.....                             | 5.95  |
| Keuka Lake Memories.....                                         | 14.95 |
| Rails in the North Woods.....                                    | 14.95 |
| Steam Passenger Directory, 1986.....                             | 6.00  |
| 90 Years of Buffalo Railways...Bill Gordon.....                  | 8.00  |
| Steam in Canada.....                                             | 19.95 |
| Steam in Niagara.....                                            | 22.95 |
| The Willamette Locomotive.....                                   | 15.00 |
| Where Did the Trains Go?.....                                    | 15.95 |
| Rails Around Gotham.....                                         | 35.00 |
| Rail Ventures.....                                               | 14.95 |
| Zephyrs, Chiefs & Other Orphans.....                             | 7.50  |
| From Zephyr to Amtrak.....                                       | 2.95  |

Note: There is a 20% discount on all books for the members of the Rochester Chapter.

# ANNUAL YEAR END PARTY

## ROCHESTER CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

SATURDAY EVENING, JANUARY 10, 1987.

STARTS AT 7:30 PM.

OATKA DEPOT RAILROAD MUSEUM  
RTE. 251 AT CONRAIL CROSSING  
2-8-2 RUSH-SCOTTSVILLE ROAD

FUN!! FOOD!! FELLOWSHIP!! FANTASY!! COME AND HELP CELEBRATE THE CHAPTER'S GREAT ACCOMPLISHMENTS FOR CALENDAR YEAR 1986. BRING YOURSELF, YOUR SPOUSE, AND A FRIEND OR TWO. BE SURE TO WEAR WARM CASUAL CLOTHING.

WE WILL PROVIDE POP, COFFEE, BEER, PIZZA, ENTERTAINMENT, EXHIBITS, AND NIGHT PHOTOGRAPHY OPPORTUNITIES!!

YOU PROVIDE A SNACK DISH TO PASS!!

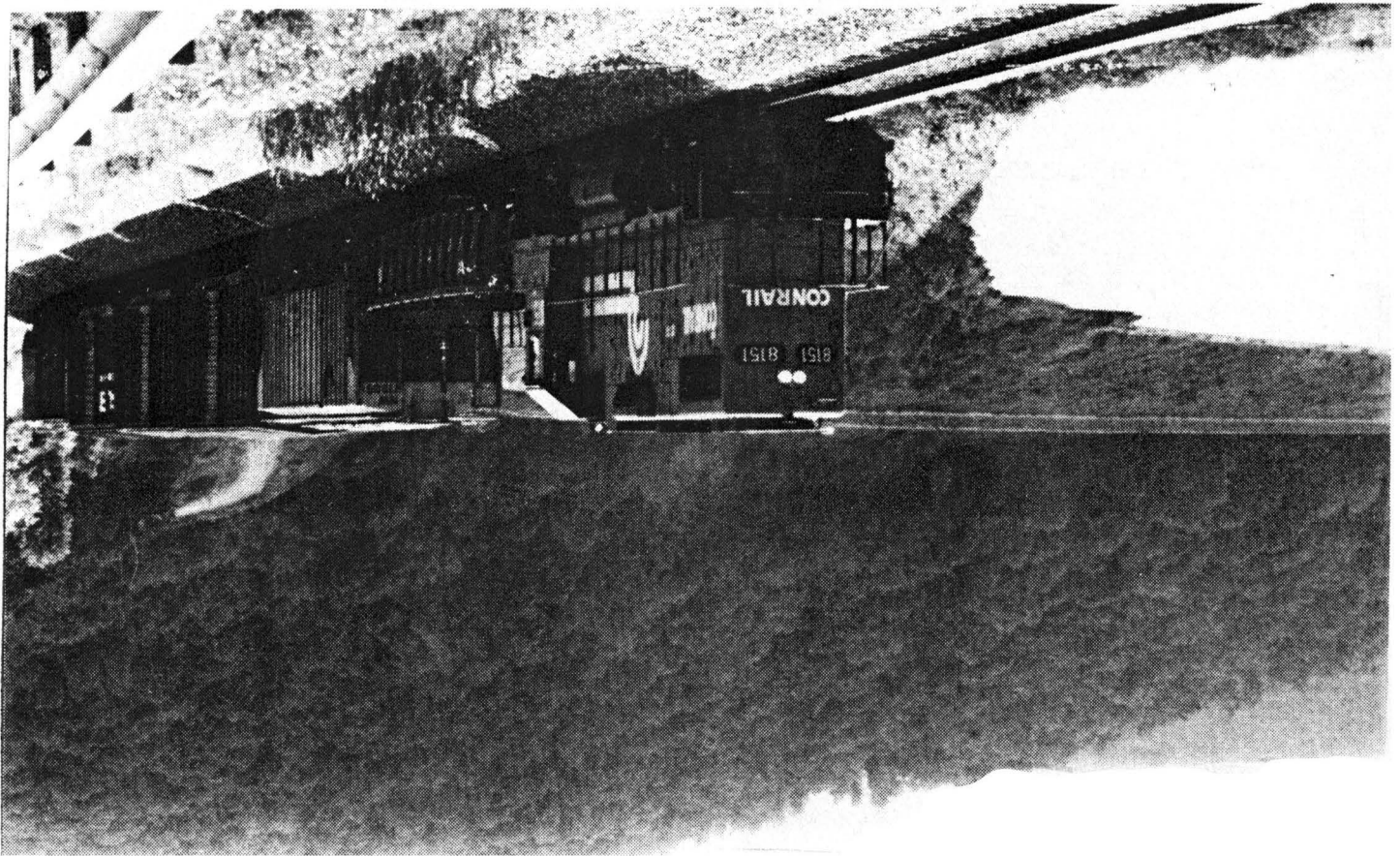
COST IS \$2.00 PER PERSON

FOR RESERVATIONS CALL RAND OR MARGE WARNER AT 248-8889.



### SEASON'S GREETINGS

CR local rounding Tioga reservoir on 8-19-86 after switching at  
Wellsboro Junction. (Photo by Jamie Riedmiller)



Rochester Chapter  
National Railway Historical Society  
P.O. Box 664  
Rochester, NY 14602



First Class Mail

**THE SEMAPHORE**

*National Railway Historical Society*  
**ROCHESTER CHAPTER**