

THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

Vol. IIIX

April 1, 1971

No. 2

APRIL MEETING will be held in the Grand Concourse of the Chapter's recently rebuilt station headquarters on Central Avenue. On the agenda will be the proposed acquisition of five New York Central steam locomotives which will give the Chapter one of each class of the Central's steam power. As part of this proposal, the Building Committee has recommended that the Chapter purchase the Lincoln Park roundhouse and yard for the purpose of storing and servicing the Chapter's ever-growing collection of equipment.

Following the business meeting, the entertainment portion will be provided by member LEWIS BRACEY, who will entertain the group aboard his private car, The Tuscarora. Members will be treated to refreshments and movies while traveling to Buffalo and return.

MARCH MEETING was called to order by President JERALD HOTT at 8:00 PM on March 18th. Final approval was given by the members for the purchase of the former Rome, Watertown & Ogdensburg's East Hojack. Included in this purchase are trackage rights on the Central's Charlotte Branch and the Main Line from the Chapter's station on Central Avenue to Lincoln Park to give the Chapter complete freedom of movement for our motive power. The cost of the bond issue was finally settled at Nine Million Dollars---fifty-one percent to be subscribed by the members and forty-nine percent to

be held by the railroad. After the meeting the Chapter members and guests were treated to a sensational high-speed ride in the Chapter's newly-acquired RDC Budd-liner to Salamanca and return.

WILL STEAM BE KING AGAIN?

Due to the increased costs of fuel oil and electric power charges, Penn Central has requested the aid of the Mechanical Department of Massachusetts Institute of Technology to look into the possibility of new designs in steam engines. It has been hinted by the railroad that, if the costs increase, they may shut down their electric operations between New York and Cleveland and revert to steam not only on the electric division but also on the remaining diesel-powered divisions. The concern about air pollution will be eliminated by recycling of soot by forming it into briquets.

EDITOR TIPS HAT TO MEMBER

Congratulations are in order to member CAL BULMAN on his completion of New York, New Haven & Hartford 2-6-0 #268. CAL had purchased the headlight from the original engine many years ago but needed a proper mounting. He figured the best way to do this was to make an exact copy. CAL and ROSE graciously invited the Chapter to use this engine for some excursions when they aren't using it for scenic tours.

CARDS OF SYMPATHY

To ex-treasurer GREG SULLIVAN, who is now spending ten years in the Lewisburg Federal Penitentiary after attempting to use Chapter funds for a whirlwind tour of the world. (Nice try, Greg.)

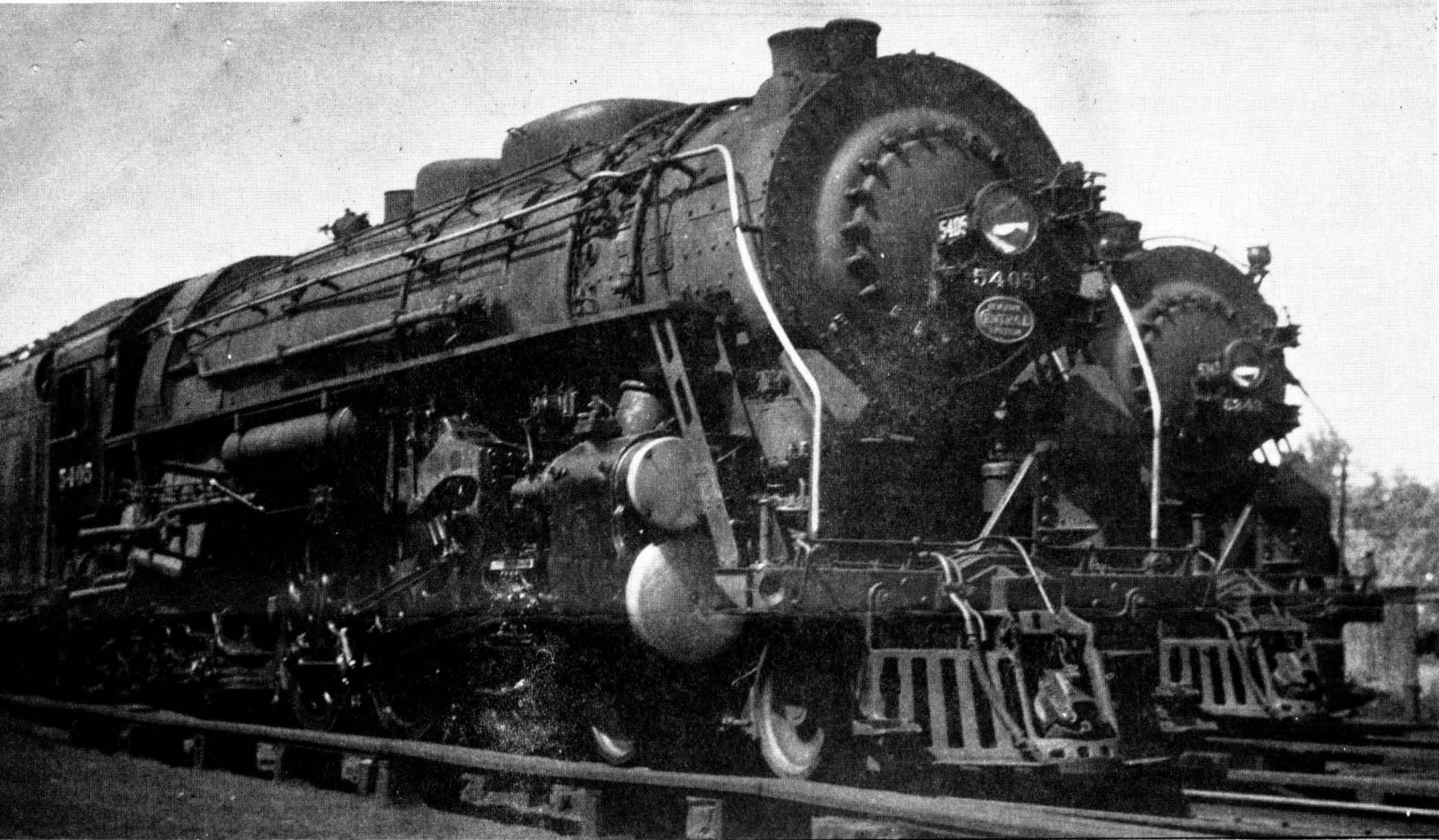
To member HANK PAPE on the loss of his freight contract with the Xerox Corporation. For those members who haven't toured his road, HANK operates the longest 3-foot gauge common carrier in the United States. (Better luck next time, Hank.)

THIS MONTH'S QUIZ

- 1 - How many rail joints were there in the Goodman Street Yard in 1943?
- 2 - What is the present weight of the hopper car now on the ground at Jay Street?
- 3 - Who was brakeman on PC Train 2001 on October 31, 1969, when it left Ontario?
- 4 - How many cars has Penn Central had on the ground since the merger?
- 5 - How many dogs live next to the tracks on the Falls Branch?
- 6 - What is the total rail mileage of all two-foot gauge track in the world?
- 7 - How many switches are there on the Rochester-Syracuse main line?

The first person sending in the correct answers to the above quiz will amaze the editors. In addition, this person successfully completing the quiz will win an all-expense-paid vacation to Pittsford, New York, for one glorious weekend of fishing and swimming in the Barge Canal. Each entry must be written on the back of a Buffalo, Rochester & Pittsburgh ticket issued on October 19, 1904, for the Fall Folliage excursion to Punxsutawney, Pa. All entries become the property of the wastebasket.

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National Railway Historical Society

Vol. XIII

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The April meeting will be held on Thursday, the 15th, at 8:00 PM sharp in the third-floor Chapter quarters, 49 South Avenue. Hopefully we'll all have our income tax forms completed so we can enjoy a slide program by JIM MOORE on New York State railroads, first-generation diesels and some short lines. Since last month's meeting ran so late, the steam and electric slides from CLIFF SHIRLEY of Kansas City Chapter will also be shown Thursday. We hope our spring weather will push attendance even beyond the great group who came in March.

THE BARK PEELER

by DICK BARRETT

TRIP REPORT

The weekend of March 21st-22nd was the time of the great locomotive chase---Canadian style. These were the dates of the last runs of Canadian National's last active steam locomotive #6218. Rochester was well represented in Canada that weekend. Spotted by the Bark Peeler were ARLENE KOSCIANSKI, THE GERSTUNGS, as well as Mssrs. BRACEY and GORES. There were probably several others that I did not spot. I had driven up with a friend on Friday night. After getting a motel room conveniently located on the Long Branch trolley line, we headed downtown by trolley. After a good meal and a little sightseeing, we headed back to the motel. Early Saturday morning we headed back into downtown Toronto laden with camera gear to record the trip with #6218 from Toronto thru Guelph and Stratford to London, with the return trip via Dundas. The weather Saturday was somewhat snowy and very windy. In fact, at the last runpast I became firmly convinced that all railfans, including myself, must be nuts since conditions were almost of blizzard quality.

Sunday morning as we left our motel we passed GEOFFREY GERSTUNG with camera in hand waiting for a trolley car to go by. And as one might expect, PETE GORES was everywhere---at official runpasts, unofficial runpasts, and even at the restaurant where I had breakfast. Sunday was reserved for pacing #6218 along her route thru Guelph, Galt, Lynden Junction, and on to Paris Junction. The return trip was via Brantford and Caledonia and then down the escarpment into Hamilton and then Toronto.

As the active life of #6218 ends, there are many rumors afoot not only as to the future of #6218 but also as to the possibility of other main line steam in Canada. One can only hope that in today's modern society there will remain a place for representative examples of those things that made our modern society possible.

At this point let me give my personal thanks to the U.C.R.S., C.R.H.A., 470 Club of the R.R.E., the Buffalo and Rochester Chapters of the N.R.H.S., and any other sponsoring organizations whose interest spurred the Canadian National into keeping #6218 active all these years.

RAILPAX ROUTES ANNOUNCED

On March 22nd Railpax announced the routings of intercity trains to be operated by Railpax beginning on May 1, 1971. Railpax will provide 184 trains a day over 21 routes connecting 114 cities. Of prime interest to New Yorkers is the fact that there will be no passenger service after May 1st from Buffalo to Detroit or from Buffalo thru Cleveland and Toledo to Chicago. In addition, there will be no service over the D&H to Montreal, and service between Buffalo and New York City will be reduced to three trains a day each way. Service between New York and Chicago will be reduced to one train a day, and this train will be run over the PRR mainline thru Pittsburgh and Ft. Wayne. Cleveland, as you may have surmised, will have no passenger service in any direction. In the Northeast corridor area there will be minor reductions in service. On the Boston to New York run the only casualty will be the Federal, which makes the overnight run between Boston and Washington. Between New York and Washington two runs will be axed, but Metroliner service will be maintained at present levels.

Out west the North Coast Limited route (old Northern Pacific route) will be dropped, with the remaining Chicago to Seattle train routed over the Great Northern mainline. The "City of Everything" will also be a much-missed casualty, ending passenger service over U.P. rails. The Santa Fe route thru Le Junta and Albuquerque will be retained along with the Texas Chief route from Chicago to Houston. On the S.P. service from New Orleans to Los Angeles will again be provided on a daily basis. A new route will be established using Santa Fe, S.P. and B.N. rails from San Diego to

Seattle. In the Southeast there will be service from New York to New Orleans. Let's hope they continue the cross-country sleeping car.

A complete listing of the routes is shown below:

New York-Boston via New Haven mainline also being continued is spur line
service from New Haven to Springfield
New York-Washington via PRR mainline
New York-Buffalo via PC mainline
New York-New Orleans via PC and Southern
New York-Miami via PC and SCL (two SCL routings will be used)
New York-Chicago via PRR mainline
New York-Kansas City via PC and Missouri Pacific
Norfolk-Cincinnati via C&O (spur from Washington)
Chicago-San Francisco via BN, D&RGW, WP (Salt Lake City to Wells), SP
Chicago-Seattle via Milwaukee and BN - Empire Builder route to Fargo,
Western Star route to Minot, Empire Builder route to Spokane,
North Coast Limited route to Seattle
Chicago-Houston via Santa Fe
New Orleans-Los Angeles via SP
Chicago-Los Angeles via Santa Fe - Super Chief routing
Chicago-New Orleans via Illinois Central
Chicago-Cincinnati via PC - James Whitcomb Riley route
Chicago-Miami via PC, L&N, SCL (South Wind route)
Seattle-San Diego via BN, SP, and Santa Fe
Washington-St. Louis via PC
Washington-Chicago via PC
Chicago-Detroit via PC
Chicago-St. Louis via GM&O

In any kind of maneuver like the above, each person is going to find what he feels is a real flaw in the system. In my case, I would protest the lack of any international trains (to either Canada or Mexico), the lack of a through train from Boston through Rochester, Buffalo and Cleveland to Chicago, and, of course, the lack of service to Las Vegas, Nevada. But if we can make a success of what we have, then will come possibilities for expansion. Let me close by reviving that old New Haven advertising slogan—"Take It Easy, Take The Train."

* * * * *

Here's a sample of how ambitious some chapters are as taken from the April "Events Calendar" of the Lake Shore Chapter's LAKE SHORE TIMETABLE:

April	2	North East Station	Business Meeting	8:00 PM
	3	North East Station	Work Session	12:00 Noon
	4	Erie General Electric	Psgr. Car Work Session	2:00 PM
	10	North East Station	Work Session	12:00 Noon
	17	North East Station	Work Session	12:00 Noon
	17	North East Station	Entertainment Meeting	8:00 PM
	18	Erie General Electric	Psgr. Car Work Session	2:00 PM
	20	North East Station	TIMETABLE Publishing	7:30 PM
	24	North East Station	Work Session	12:00 Noon
	30	North East Station	Business Meeting	8:00 PM
May	1	North East Station	Work Session	12:00 Noon
	2	Erie General Electric	Psgr. Car Work Session	2:00 PM

Let's have the Rochester members show equal enthusiasm for our LA&L work sessions and other projects.

NOTES FROM THE GOVERNOR'S LOUNGE

by JOHN WOODBURY

There is a current song played by the disc jockeys bearing the title "Wichita Lineman" which tells about a lineman for a phone company. What a flood of memories that song can bring to one who remembers the trolley lineman and who stands in awe of those linemen employed by Class One railroads' rapid transit and subway lines of today. The next time you visit Toronto, Philadelphia, New York, or even San Francisco, see if you can spot such a lineman.

Then too, an article appeared in the TIMES UNION about a man in his eighties still working in a service station on the east side of the city. His background was lineman for the Rochester & Sodus Bay line and then an employee of General Railway Signal till at the age of 65 he was forced out of GRS. Talk about "trusting your car to the man who wears the Texaco Star!" Wouldn't you trust your car to that 80-year-old man after his training as a trolley road lineman? I surely would. Evidently his training was rigorous and exacting---an experience which has lasted a lifetime and shows up in the meticulous service that his boss feels he gives to customers.

What were the duties of a lineman in the trolley days? It could be summed up simply as keeping the trolley wheel or trolley shoe on the trolley pole on the wire and seeing that the trolley wire was always "alive". No, it wasn't that simple! First you had your line of poles from which stretched the power and communication wires, then your pole brackets with their guide wires to anchor the bracket, which, in turn, held the "ear" through which was slipped the "juice line" or trolley wire. In case of catenary construction, there was that much more weight for the pole bracket to hold. Some poles also held phone boxes, signal boxes (like the heavy Nachod), and every mile pole held a knife switch for cutting power to the trolley wire. In addition to these, each pole sometimes anchored the span wires. All this weight and complications on the poles required good engineering know how, and it was up to the lineman to see that it was kept to correct engineering standards and to repair, replace or adjust anything that went wrong. For example, the span wire had so much tension in it that if there were too much tension, or not enough, the trolley pole could jump the wire at that point, sometimes taking down the overhead when the trolley pole flopped around. Another source of trouble was the "ear" on the bracket pole. If not straight, the pole jumped the wire. If too loose, there was wear and seepage of power. (Remember the sparking of the trolley pole on the car moving down the street or out in the country?) In addition, the pole line had to be just so to avoid having tree limbs or house phone or power lines come in contact with the power or communication lines strung between each pole. So the lineman had to be a tree surgeon also.

And trouble---the lineman had it! Most of the trouble seemed to be at night, or so the lineman thought in dark, stormy, windy or rainy weather---usually at a spot inaccessible to a line truck or his own car. Dragging a bag of equipment in one hand and with a flashlight or lantern in the other, the lineman stumbled along in the rain, snow or flood waters till he found the trouble. In the meantime, the line was shut down as to the handling of passengers or freight, and many were the curses against the trolley road. Once the trouble was found, the use of a portable phone or a walk to a phone box notified the dispatcher or power house man to shut off the power in case of a pole line break or shut down the line in case of trolley wire breaks. Then the fun started! The lineman was urged to hurry by the foreman or dispatcher, who had the "super" breathing down his neck. Imagine making your repairs in a high wind, soaking rain or blinding snow with a kerosene lantern. You wonder why I respect the ex-lineman working in that Rochester gas station?

The lineman was no dummy. He made regular inspections daily over his assigned territory, knowing where trouble might develop, and replacing, repairing or

adjusting with tender and knowing care so that they wouldn't rouse him out of bed at 1:00 AM. He used his own car or a company truck or a line wagon. Sometimes they got out a line car, but when such an extra ran it wasn't the exclusive domain of the lineman. He had to share it with the section storekeepers, signal maintainer, section foreman and crew and assorted officials. Such a line car was bound to cost money and in addition was an extra movement with rights over nothing or nobody and was a headache to the dispatcher as well as to "opposing" motormen. Tying up the line and disrupting traffic movement—that was the line car. In many cases the lineman could cause the longest delays as the power was shut off in sections.

Yet some companies regularly scheduled such a line car. Often it was rebuilt passenger or freight equipment with the lineman in mind, although there was room in the supply bins inside such a car for use of the roadway or signal departments. I remember one such line car based at Springfield, Ohio, on the Cincinnati & Lake Erie which on Monday covered the line from Springfield to Columbus, or as far as where the local Columbus Railway & Light Co. cared for their line shared with C&IE. Wednesday it went west to Dayton from Springfield. Thursday it went north from Springfield to Bellefontaine, Ohio. It was regularly assigned and bid on "run", where the motorman or operator worked sections of regular cars or schedules on Saturday and Sunday. One Friday this 32-year-old line car started north out of Springfield to finish the work of the day before. In charge was an extra man who overlooked his "meet" with the "Daniel Boone"—a limited run similar to "The Governor". In charge of the "Daniel Boone" was Roy Zimmerman, the man regularly assigned to the line car. 17 were killed and 17 injured, including Roy. Both cars were completely demolished. The resulting lawsuits and pressure from the Ohio Utilities Commission forced Cincinnati & Lake Erie soon after to apply for abandonment of all but the Dayton-Middletown section. This abandonment application took effect in October 1938. In this case the line car caused the death of a railroad instead of the continuance of service.

Now, how would you like to be a lineman for Penn Central or Illinois Central and work among four tracks, maybe six or eight, depending on the location? There you work with pantographs whizzing by while you are working on the overhead. You see, in most cases Operations or the dispatcher directly will only divert traffic from the track you are having difficulty with, so it is for your safety that you watch for traffic on adjacent tracks.

Let us now apply for a lineman's job with the New York City Transit Authority. First, you must have been a resident of the city for nine months. Second, you take about five written examinations. Then you must pass an interview with the Line Department. You are apprenticed out with different linemen at different sections, each of whom must okay you as fit. Then more exams to pass. You are assigned as helper to a section of subway or elevated nearest your residence. They might need you some dark and stormy night for an emergency on Williamsburgh or Queensboro Bridges or maybe on the Broadway or Lexington Avenue elevated tracks. So you are called out on the Williamsburgh Bridge. You walk a narrow, icy catwalk with two cables at your side so you won't plunge into the East River some 400 to 500 feet below. Don't drop your tools between the open ties and don't worry about skinning your leg between those same ties. Don't let a 40-mile wind bother you or curse the blowing rain or sleet. And there is one thing you must never forget—that ever-present third rail, the live or hot rail. You've got to be somebody to be a lineman in Manhattan's subway.

So let us reminisce about the stretching trolley wire, the overhead, the winding elevated trackage on #4 Woodlawn-Jerome Ave.-Lexington Ave. Express, and Penn Central at Briarcliffe Manor or Bethlehem Steel peculiar-side-of-the-car third rail. But let us not forget the lineman for the electric railway.

One more salute to that worthy individual!

TANTALIZING TIDBITS

by ARLENE KOSCIANSKI

No mention was made of the SILVERTON train in recent Railpax announcements, and the Government apparently has not yet indicated to the Rio Grande whether or not they want to include the famous tourist train in the Railpax operation. The Grande has also said they would be willing to sell the line; however, at present it looks as though it will be business as usual (except for a fare increase) this summer, with the D&RGW continuing to operate the train.

The three westmost stalls, toward the river, of the Rio Grande roundhouse at Durango have been torn down. This leaves two stalls occupied by a machine shop, and three stalls for the three light locomotives used on the Silverton train. The larger locomotives are stored outside, having been found too heavy for the roundhouse tracks. (from Intermountain Chapter's INTERMOUNTAIN NEWS of April 1971)

SOUTHERN #4501 is going to be in Birmingham longer than expected due to the need for new flues and other boiler work. This will make her good for another four or five years barring unforeseen troubles. The 722 and 750 will have to handle the spring and early summer trips on the Southern. (from Tennessee Valley Railroad Museum's SMOKE & CINDERS of February 1971)

CASEY JONES' story is just a legend today and the people of Vaughn, Miss., only casually mention that fatal ride on April 30, 1900. A historical marker is in the town to record the date and site of the event. Casey and his fireman had just completed a run to the north, but because of a crew shortage they volunteered to take the "Cannonball" on the return to Canton. When Casey mounted #382, the night was foggy and damp and Casey was 95 minutes behind, so he set out determined to bring the #382 in "on the advertised". Trouble was developing at Vaughn. As one of the trains pulled to a siding off the main line, a brake hose ruptured, leaving the caboose and three cars of a long freight sticking out into the main line. Casey missed a flagman's warning just outside of Vaughn and shouted at his fireman to jump while he stayed with the engine. Casey's action slowed #382 from 75 miles per hour to about 35 before the engine splintered the caboose and toppled over onto its side, killing Casey. None of his passengers were seriously hurt and his record of never having been involved in an accident in which another person was killed remained intact. Only one small store remains in the town of Vaughn and only a few families still live there. Occasionally some sightseers come through the town to see the site of the famous collision. (from Charleston Chapter's THE BEST FRIEND of April 1971)

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The SEMAPHORE is published monthly except in July and August by the Rochester Chapter of the National Railway Historical Society. The subscription price to non-members is \$2.50 a year. Correspondence with other chapters is welcome.

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Gores, Peter E.	468 Holt Rd.	Webster	14580	871-2122
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Jackson, J. Edward	371 Edgemere Dr.	Rochester	14612	865-4826
Johnstone, Bruce B.	21 East Park Rd.	Pittsford	14534	586-3972
Ketchum, Ben	19 Groveland Rd.	Geneseo	14454	243-1098
Ketchum, Clarence	671 Ridge Rd.	Webster	14580	
Ketchum, William	19 Groveland Rd.	Geneseo	14454	243-1098
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Kuhl, Philip	1 Ludlow Way	Penfield	14526	381-7796
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Maslyn, Edward L.	279 Hager Rd.	Rochester	14616	663-3285
Meyer, Elmer E.	363 Hazelwood Terr.	Rochester	14609	
Michel, Harold L.	122 Merrill St.	Rochester	14615	865-8716
Miller, e. M.	15 Oriole St.	Rochester	14613	
Moore, James R.	1128 Country Rd. #8	Victor	14564	289-9692
Napier, Wilbur F.	40 Falstaff Rd.	Rochester	14609	288-0799
Pape, Henry J.	104 Estall Rd.	Rochester	14616	663-7914
Pearson, Richard F.	138 Virginia St.	Waterloo	13165	
Remington, John W.	2525 Highland Ave.	Rochester	14610	244-2443
Rosengreen, Charles E.	120 Florida Ave.	Rochester	14616	663-0592
Shaddick, Norman R.	210 Sparling Dr.	Rochester	14616	865-2773
Sloan, William E., Jr.	1250 East Ave.	Rochester	14610	473-8658
Smith, Daniel R., Jr.	159 Meadowbrook Rd.	Rochester	14620	271-4475
Stefani, Francis L.	8478 E. Main Rd.	LeRoy	14482	967-6086
Sullivan, Greg	16 Nile Dr.	Rochester	14622	467-2294
Valyear, Errol M.	19 Sumner Pk.	Rochester	14607	442-3027
VanLeer, Edward	286 Wendhurst Dr.	Rochester	14616	663-2345
Warner, Rand	51 Red Barn Cir.	Pittsford	14534	586-5089
Welsh, William R.	96 Montmorency Dr.	Rochester	14612	
White, H. E.	18 South Main St.	Marion	14505	
Winslow, Claude, Jr.	618 Bay Rd.	Webster	14580	671-5853
Woodbury, John G.	147 Steko Ave.	Rochester	14615	254-5314

ROCHESTER CHAPTER, N.R.H.S. BANQUET - SATURDAY, MAY 8, 1971

Our Annual (Family Night) Banquet for 1971 will be held at the Colonial Hotel, 1129 Empire Blvd. (near Float Bridge). A social hour will begin at 6 P.M. (drinks on you!) and dinner will be served at 7 P.M. local time.

Dinner includes soup, salad, potatoes, dessert, beverage and a choice of one of three entrees:

1. Broiled Center Cut Pork Chops w/applesauce
2. Golden Fried Fantail Shrimp w/tartar sauce
3. Roast Sirloin of Beef w/pan gravy

After dinner the Rochester Railroad Association will present a brief slide program on the ASTRO (America's Sound Transportation Review Organization) Report. Mr. Walter Weible of the Michigan Railroad Club will then present his 16mm color films on the "Scotsman" and the "Queen" (the Flying Scotsman and the Delta Queen that is) and perhaps a few more goodies for those who are inclined to stay a little later.

Please make life easier on our Banquet Committee (and your pocketbook) by ordering your tickets NOW! Make check or money order payable to "Rochester Chapter, N.R.H.S." and send to Mr. Greg Sullivan, 16 Nile Drive, Rochester, New York 14622. Please enclose a stamped, self-addressed envelope with your order. Use the order form below to indicate the FULL NAME and CHOICE OF ENTREE for EACH individual in your party. The price per person for orders received by Saturday, May 1st is \$5.50; all orders received after May 1st - \$6.50 per person. This price includes dinner, entertainment, tax and gratuity, and a special treat for the ladies.

Rochester Chapter Treasurer
National Railway Historical Society
16 Nile Drive, Rochester, N. Y. 14622

Please send _____ tickets for the 1971 Annual Banquet in the enclosed stamped, self-addressed envelope. I enclose total payment of \$_____ (\$5.50 per person prior to May 1st - \$6.50 after May 1st.) The full name and choice of entree for each member of my party is as follows:

NAME (Please Print)

ENTREE CHOICE
(circle one for each dinner)

Mr./Mrs./Miss	Chops	Shrimp	Beef
Mr./Mrs./Miss	Chops	Shrimp	Beef
Mr./Mrs./Miss	Chops	Shrimp	Beef
Mr./Mrs./Miss	Chops	Shrimp	Beef

(Use other side for additional names)