



The Semaphore

October 1996
Volume 39
Number 2

Newsletter of the Rochester NY Chapter, National Railway Historical Society

October 17 Program:

"Rathbun Ramblings, 1996"

The next membership meeting will be held at the 40 & 8 Club on October 17th. The Program for October will be, "Rathbun Ramblings 1996", with a slide presentation by Darrel Rathbun. Darrel returns once again to review his contemporary railfanning activities for 1996. He followed the Buffalo & Pittsburgh from Salamanca NY to the world famous groundhog hometown of Punxsutawney, PA. He will cover more Southern Tier & western New York railroads; including some of the Erie-Lackawana and Arcade & Attica railroads.

Program Committee

Jack Matsik (Chairman) 442-6269
Bill Limburg 586-9470
Dan Cosgrove 352-6931
Dave Luca (Board liaison) 288-0318

The Committee welcomes suggestions and ideas for future programs at forthcoming meetings at the 40&8 Club. Just contact any of the above committee members.



Bernie Cubbitt photo

The Rochester, Lockport & Buffalo trolley building arrives on Museum property.

New Piece of Real Estate

For our Buildings & Grounds department, we have acquired a former Rochester, Lockport & Buffalo trolley station/waiting room. This building was purchased at auction on August 3rd and moved to our Museum site September 10th. It was originally located at East Lake Road, west of Adam's Basin. This

road is now called Sweden-Walker Road. The station/waiting room is approximately 8 ft. wide by 20 ft. long and is in amazingly good original condition. It will definitely enhance our Museum when we get it to its final location. If you can participate in the cost or work of this project, please call Dave Luca or Rand Warner.

The 40s Theme on Sept. 29 Fall Foliage Trip.

The annual theme of having one of the Fall Foliage trips depict the 1940s was continued on Sept. 29.

A goodly share of the on-board crew was decked out in 40s outfits. Jack Mastik and Dave Luca wore WWII bomber jackets which complemented the arranged two fly-overs of a vintage DC-3 aircraft to the delight of the de-training patrons and those who were to board for the second trip of the day.

Rand Warner was present with his 1937 LaSalle convertible touring car. Besides displaying the car at the loading area, he also drove the car to meet the train at grade crossings at several places along the train's route.

Then there was Janet Dittmer with her mink fur, Mike Byrne in a vintage conductor's uniform, Ira Cohen in 'swinger's garb', Marie Miner as 'Rosie, the Riveter' and others.

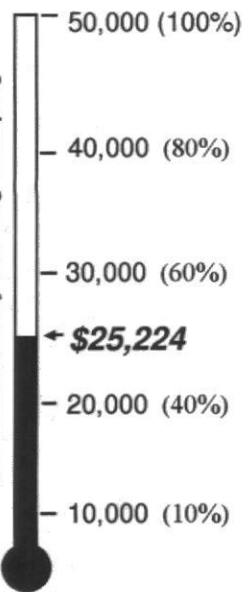
Extra Extra: Read All About It!

OM Train boarded by Robbers: Page 7

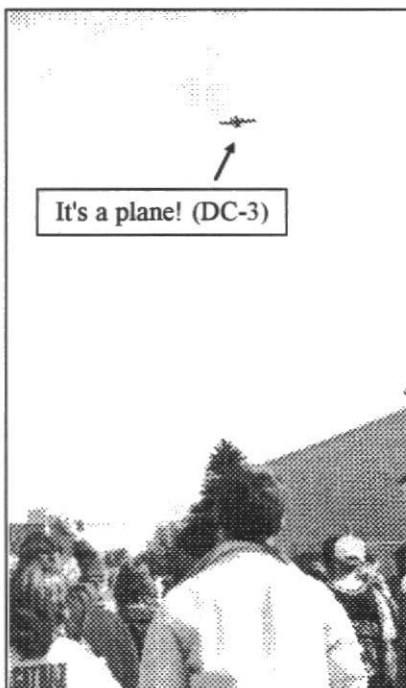
Chapter cars interchanged with LA&L: Page 7

Coming next month: Casey Jones file

25th Anniversary Building Campaign



It's a plane! (DC-3)



Thanks for the Ice

by John Redden

During the weekend of our 25th Anniversary celebration, we had a refrigerator car icing demonstration, using our MDT-donated ice reefer. Of course, this requires ice, and we purchased a pallet-load (200 blocks, each eight pounds) from Action Ice in Avon, who delivered it on that Saturday morning. The following people donated money toward the cost of the ice: Bill Chapin, Chris Hauf, Charlie Harshbarger, Dave Luca & Janet Dittmer, Bob & Marie Miner, Dee Mowers, Gene Redden, John Redden, Duncan Richards, and Rand & Marge Warner. In addition, we received about twenty dollars in donations from the can placed at the entrance to the car.

As part of preparation for the project, we cleaned the inside and part of the

outside of the car and prepared an appropriate display of banana boxes. Thanks to Kevin Klees for cleaning the inside of the car, making the varnished wood interior even better looking. And thanks to Mike and Gene Redden for providing a large number of banana boxes for display.

This project was a big step forward toward giving our visitors interpretive displays. Several former railroaders were in attendance and liked our demonstrations. A couple of them had been employees at the icing plant at Wayneport, and gave us their recollections of the operations there. Everyone seemed to enjoy the display and appreciate the effort that we put into it.

Thanks to all who participated in this demonstration.

1997 Calendars Ready

by Dan Cosgrove

The 1997 calendars are ready, thanks to many helpers and contributors. Now that they are here, we need volunteers to try to get them out to as many places as possible, like bookstores, hobby stores and the like. So your help is solicited and greatly desired.

Now, about the 1998 calendar. I would like some input. How about a theme calendar, every photo to show a local railroad station, photos featuring bridges, and trestles in them, photos by certain photographers, photos featuring the old and the new, for example a photo of a certain railroad station of the days of yore and a view of the same area as it is today. Suggestions, anyone? And why not start on it now?

For mail orders, send \$6 + \$3 shipping and handling to: William Chapin, 647 Ridgmont Dr, Rochester, NY 14626.

"The Perfect Christmas Gift"

by Mike Byrne



I'm sure that many of you have read about our Railroad Wall of Fame, but I wanted to take this opportunity to update

all of you on its status and remind you that this is the perfect gift for an ex-railroader or a family member of one.

Our Wall of Fame has 200 brass name plates attached to a walnut plaque and is mounted at The Rochester and Genesee Valley RR Museum. So far we have gotten orders from as far away as California. We have men from local railroads (Erie, Pennsy, NYC, LV, Rochester Subway, G&W, B&O, E-L) and also local companies such as GRS, and railroads far away such as the D&RG RR. We have men who were conductors, brakemen, firemen, engineers, salesmen, clerks, chiefs, foremen, machinists, welders, boilermakers, and even railroad Presidents!

Do you know someone whose name should be on that wall? For a tax deductible donation of \$50 you can put your friend's or relative's name, railroad, job description, and years of service on a brass name plate to be hung alongside other railroaders'. We will send a receipt for the donation and a nicely detailed letter suitable for gift giving that shows what the plate will look like. The best news is they can be alive and well, this is not just a memorial! This is the Rochester Chapter of the National Railway Historical Society's tribute to all railroaders (past or present).

PS: Leave this article by your wife's or children's car keys if you want them to get the message that you want to be on board!

For more information or to order a plate call Mike Byrne at 225-5659.

National turns down Chapter's grant request

The Rochester Chapter applied for a grant from the National's Our Railway Heritage Grants program to restore a BR&P caboose. We failed to receive this request. There were 27 applicants, ten received grants.

25 Year Recognition

by Bob Miner, NRHS National Director

Three of our members have reached the milestone of having been members for a quarter century.

They are, Mrs. Rose Bauerschmidt, Mrs. Rose Bulman and Mr. Thomas Way.

Mrs. Bulman and Mr. Way were presented with congratulations and their 25 Year pins at the September meeting.

We hope Mrs. Bauerschmidt will be able to attend the October meeting so we can present her with a 25 Year pin and applaud her years of service.

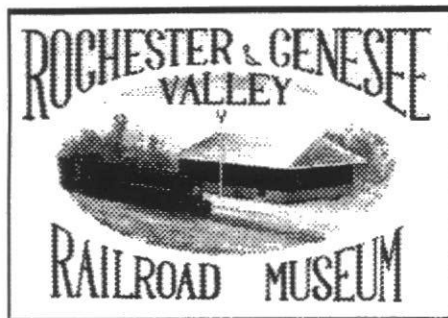
Mr. Leroy Dietrich, Chairman of the Board, NRHS also added his welcome and congratulations in a letter to each recipient.

About our Recipients:

Thomas A. Way's involvement in Chapter activities is given in this month's Interview on Page 6.

Rose Bauerschmidt joined the Chapter in support of her husband, George. They have partaken of the train trips, but since George is self-employed, they

Continued on Page 6



Rand Warner, Chairman, 425-8587

Development Committee Plans

Coordinator: Jeremy Tuke, 359-8944

Refine definition, objectives and responsibilities.

Put together handout for first meeting.

Call meeting for members who have expressed interest.

Develop strategies, visions, and approaches.

Communicate development efforts to general membership.

Collection Management Committee Plans

Coordinator: Don Shilling, 381-3171

Refine and expand draft collection management policy.

Consult with other committees regarding gaps and overlaps in collection.

Maintain required interfaces and reports with New York State.

Review collection management policies of other relevant museums.

Submit final version of collection management policy to New York State.

Safety Committee Plans

Coordinator: John Redden, 594-2227

Assign rulebook study.

Conduct rulebook classes.

Conduct oral, written and hands on examinations.

Define qualified personnel.

List out safety activities for 1997 attention and priority.

Coordinate recommendations from insurance review/audit.

Tool Car & Shops Plans

Supt. Charles Harshbarger, 266-8339

Paint outdoor fuel storage cabinet and label.

Develop requirements for pits, drop tables, cranes and other internal equipment for new Restoration Building to be integrated into building and site plans.

Electrification Plans

Facilitator: Rand Warner, 425-8587

Look at options, with NYMT, to acquire an operable or near-operable trolley to carry 25-50 passengers in revenue service.

Continue installation of poles for overhead electric wire and refine/develop installation technique(s).

Continue rehab of insulators.

Order trolley wire ears.

Order rail bonds.

Acquire railbonding equipment by purchase, loan or lease.

Continue to fabricate bracket arm assemblies.

Acquire additional wood poles.

Develop power source for 600 vdc for overhead wire.

Continue to acquire substation and switchboard components.

Develop plans for line car/wire car options or bucket truck.

Train Operations Plans

Supt. John Redden, 594-2227

Recruit and train additional track car operators.

Develop operating plan for equipment to haul passengers in November and/or December months of inclement weather.

Consider options for rail transport of passengers in 1997 season.

Consider options for winter heating & startup of Army #1843.

Visitor Operations Plans

Supt. Don Shilling, 381-3171

Extend loading platforms at Depot end of track car ride to accommodate three sets of track cars.

Recruit and train additional tour hosts for weekday and weekend activities.

Refine strategy and schedule for prime, assistant, back-up and substitute tour hosts 1997.

Define major improvement goals for 1997 operating season.

Engineering Dept. Plans

Supt. Jim Johnson, 467-1672

Update site plan for new Restoration Building.

Develop utility requirements for new Restoration Building.

Develop utility and service requirements for area(s) on west side of LA&L main line.

Motive Power Plans

Supt. John Redden, 594-2227

Hydro test replacement main reservoir for RG&E # 1941.

Transfer and strain fuel from EKC #6 fuel tank.

Replace bad brush holder insulator on NKP #79.

Make sanders fully operational on LV #211 and other locos.

Investigate (and install) Nathan flange lubricators.

Rehab pneumatic contactor on Army #1843 as required.

Building & Grounds Plans

Supt. David Luca, 288-0318

Clean up Rochester, Lockport & Buffalo trolley station inside and out. Repair drip edge at eaves. Define paint scheme. Make up station/stop sign. Make up company warning sign.

Continue cleanup of area to east of Track #5 so an access roadway can be cut through.

Continue cleanup of track parts area on hill to permit site grading for new restoration building.

Develop plan for rehab of New York Central watchman's shanty from NYC Hojack line.

Define location(s) for RL&B trolley station to be placed.

Continue improvement of Depot area drainage system.

Investigate buildings for restoration barn.

Freight Equipment Plans

Supt. Chris Hauf, 381-8583

Complete priming and exterior body work on PC transfer caboose.

Complete exterior painting and lettering on B&O bay window caboose.

Secure all openings of EKC/GATX 1910 tank car.

Straighten foot stirrups on Pennsy hopper car.

Inspect trucks on EKC flat car for interchangeable parts.

Touch up west side and south end of NYC caboose.

Acquire another boxcar and/or reefer for needed extra storage space.

Consider use of NYC flat car for temporary line car/wire car for trolley overhead wire installation.

Complete investigation into powering up blower fans in MDT reefer car.

Passenger Equipment Plans

Supt. Bob Miner, 671-3589

Install new steel panels on east side of Erie Stillwell coach.
Paint roof of Pine Falls and seal leaks around kitchen vents.
Paint roof of B&O tool car with roofing paint.
Move rigging material out of Pennsy RPO into Flexivan trailer.
Complete remaining roof paint work on Erie MU Power Car.
Consider olive drab exterior paint scheme for DL&W baggage car.
Continue Pine Falls interior rehab work on kitchen & lounge areas.
Define steel work approach for Pine Falls exterior on west side.

Construction & Equipment Plans

Supt. Joe Scanlon, 392-8841

Repair hoses, brakes and tire on Austin-Western yard crane to put into service.
Install radiator and fill cooling system on Barber-Greene conveyor.
Determine cause of water in crankcase of Trojan loader.
Get D-2 Cat Dozer into operational service.
Fix fuel tank leak on Mack dump truck.
Find rolloff bed for Mack cement mixer truck chassis.
Replace plugs in Ford boom truck.
Get SE license for P&H 20-ton crane on rubber and Austin-Western crane on rubber.
Adjust steering clutches on Ford/Balmar backhoe tractor.
Continue excavation on West side of LA&L.

Track & R.O.W. Plans

Supt. Rand Warner, 425-8587

Add ballast to west side of main line at weak spots north of Switch #6.
Install gage rod at frog for NYMT loading track.
Realign Switch #6 frog to main and correct Siding #6.
Extend Siding #7 from Switch #7 for 100 feet.
Install new switch timbers at NYMT barn lead switch.
Take out kinks in curve into north leg of NYMT loop.
Grind rough joints in NYMT track loop switch to barn lead switch.

Complete adjustment of NYMT switch stand at R&E station.

Stake out tracks & switches to new restoration barn.

Layout track for storing excursion train on west side of Mortimer line.

Maintenance-of-way Plans

Supt. Norm Shaddick, 865-2773

Inventory and inspect all track car wheels in service and in storage.
Order new wheels as necessary from Fairmont or new old stock.
Make side panels for Pennsy track motor car engine compartment.
Develop manual for MaderMobile track motor car from Mader inputs.
Develop rebuild/replacement plans for TC-2 prime mover.
Get Kershaw snow broom ready for winter service.
Maintain Jackson tamper operational for track work.
Get Chevy hi-rail utility back into service.
Spread ballast with Ford high rail boom/dump truck.
Install heavy duty hitch pins on all track car couplings.
Repair clutch problem on TC-3.

Communications, Signals & Power Plans

Supt. Neil Bellenger, 359-9985

Continue installation of Block #1 signals north of Switch #6.
Pour cement for signal relay boxes south of Switch #6 and signal mast base north of Switch #6.
Review radio equipment and operations for 1997 operations.
Develop substation switchgear layout for trolley overhead power.

Wanted

- Steam cleaner or high pressure washer.
- 14.00 x 20 tire for yard crane.
- 1 or 2 pair roller bearing freight trucks.
- #4-0 rail bond wires copper
- \$4-0 trolley wire copper feeder.
- Good operable backhoe tractor
- Good operable ski steer loader.
- Diesel generator: 250-500 kw
- Diesel fuel, kerosene, gasoline.
- Anti-freeze, hydraulic fluid
- Lube oil: 30wt or 10-30wt
- Large metal working vise.

Thanks to ...

Jim Johnson for tools, materials and office furniture.

Rand Warner for tools, material and office equipment and books.

Charles Harshbarger for equipment tarpaulins.

Bernie Cubitt for offer to make signs for BL&R trolley station.

David Behnke for new metal roofing for Kershaw snow brush.

Bob Miner for trip to Buffalo regarding snubber parts for excursion cars.

Kevin Klees for trip to Buffalo to check out special trackwork.

Bernie Cubitt for brass spittoon for Depot.

Cal Bulman for air brake hoses for Kershaw snow broom.

Wayne Morrison for 24v starter and offer of tow bar and trailer.

Dave Lanni for rebuilt jack hammer, large air compressor on rubber and assortment of tool bits.

For Sale

Contact: Joe Scanlon, 392-8841

- Towmotor forklift, 6000#, propane.
- D-2 Caterpillar bulldozer(s).
- 1937 Bay City front shovel excavator.
- 1945 Rome grader, diesel.
- 1953 Brockway truck, gasoline.
- Landscape ties, \$6, you pick up.
- 250 gallon outdoor fuel tanks
- Old style RR crossing crossbucks.

Construction & Equipment

by Joe Scanlon

The summer time weather has definitely been put to good advantage by our construction activities. George Knab and Dave Luca have pushed the material stockpile relocation at the site of the 25th Anniversary Building. Literally hundreds of tons of rail, ties, switches and accessories have been stacked, palletized and relocated in an orderly organized layout. Site grading for the

Continued on next page

Construction (Cont'd from Page 4)

building should be well along by the time you read this.

George Knab, Joe Scanlon and Chuck Whalen replaced a broken hoist cable and a worn-out head sheave on the Bay City shovel. The replacement of the head sheave could have been a real show-stopper, considering this machine is approaching its 60th birthday, and parts are no longer available. But our persistence combined with a little luck, and we found the exact replacement part (right down to the same casting number) in our spare parts inventory on the museum grounds! As a result, a machine which quite possibly would have been sidelined is back excavating dirt for the chapter! The Bay City and our recently acquired Town of Clarkson

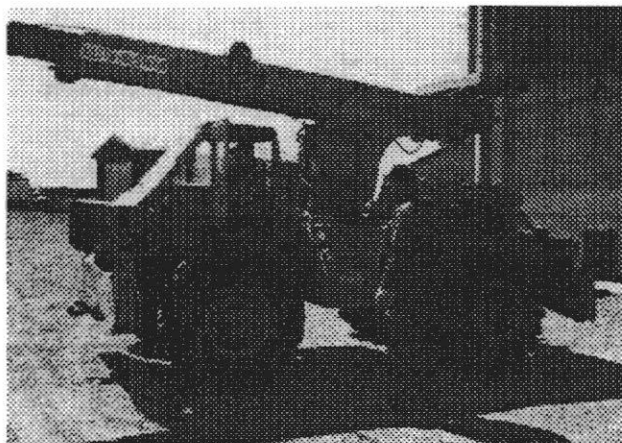


Joe Scanlon moves dirt the old fashioned way with his 1937 Bay City shovel, loading our Mack dump truck. (Don Shilling photo)

Mack dump truck, piloted by Charlie Harshbarger, have since been used to move dirt to backfill a nearby abandoned basement on the adjacent Weaver property.

Down in the equipment display area, Tom Phillips brought a year's worth of effort to a climax by getting the Barber Greene conveyor engine running, and is continuing work on this unit.

As if this wasn't enough news, we haven't talked about new acquisitions yet. We recently took delivery on the museum grounds of -- guess what? -- another crane! But this crane acquisition is an entirely different animal than the cranes we currently have -- it is an Austin-Western rubber tired rough terrain fully, hydraulic "cherry picker"



6-ton capacity crane. This rig can go anywhere, can be driven over the road, and is even small enough to be used inside a building to do lifting. By the way, did we mention that the Austin-Western can be rail mounted with the addition of a high-rail kit? To be sure, this represents a major addition to our self-sufficient capabilities in our preservation efforts. Although it is currently in running condition and fully functional, Rand Warner and George Knab are proceeding with some minor fixes such as alternator, muffler, hoses, etc. to guarantee 100% dependability. Our special thanks go out to Mr. Dan Swaunger, President of Local 832 of the International Union of Operating Engineers for personally getting the Austin-Western running and delivered to the museum grounds. Thanks also to Joe Scanlon and George Knab for assisting in obtaining this acquisition.

The other acquisition to report on is a structural steel erecting crane bridge which was donated by Mr. Bill Shaw of the F. L. Hughes & Co. This bridge is a structural steel frame which would be hoisted up onto a structural steel framework under construction, and then a 25-ton crane was installed

Dan Swaunger, President of the Rochester Local 832 of the International Union of Operating Engineers readies the Austin-Western crane for donation to the Chapter as George Knab assists. (Joe Scanlon photo)

on it to reach areas otherwise inaccessible. This ingenious device was used to solve tricky steel erection jobs in the days before super heavy lifting, long boom cranes were available and riggers were forced to be creative. It was used extensively at Kodak Park. George and David Knab provided the tractor trailer to move the unit. Member Jimmy Deane headed up the rigging crew to dismantle and load the bridge, assisted by Rand Warner and Joe Scanlon. Dave and George Knab. Thanks to Mr. Bill Shaw of F. L. Hughes & Co. for making sure that this unit was preserved for our museum, since F. L. Hughes recently liquidated their entire inventory of tools and equipment right to the bare walls!

Stay tuned -- more exciting developments next time!

George Knab moves another load of ties at the building site with the Ford fork lift. (Don Shilling photo)



A Tribute to James Cass

Mr. Cass, who was best known to our 'construction gang', was killed in a Thruway accident on July 8, 1996 on his way to work near Geneva. He had visited our Museum on several occasions and offered many helpful hints and assists.

His employer, Elam Sand & Gravel, dedicated their Lima 2400 dragline to his memory by placing his name on the sides of the machine.

Unheeded warnings led to train conductor's death

On June 29, a Conrail conductor was killed when his engine hit a ditch-digging machine that was blocking a track in Galen, near Lyons, NY. The engineer apparently failed to honor two warning signs: one placed three and one a half mile before the work zone.

The lead engine broke away and travelled about two miles before stopping. The remainder of the train had stopped about 600 feet beyond the impact after pushing the ditch-digging machine 500 feet.

The accident is still under investigation with the final report expected in about ten months. (Source: *Times-Union*, July 4, 1996)

25-Year Recipients

(Continued from Page 2)

don't have the freedom to participate in the many activities of the Chapter.

Rose Bulman joined after her husband, Calvin, took an active part. Back when the Chapter meetings were held in the LA&L depot in Livonia, they oversaw the Bookstore carting the books back and forth. They also helped at sprucing up the Depot soon after its purchase. They enjoy the train trips and will be taking the Williamsburg trip this month. Both are life members of the Rochester and Niagara Frontier Chapters.

President Luca noted that the Rochester Chapter was privileged to have two such ladies among its membership -- and both named Rose!

Cause of Amtrak derailment at Batavia determined.

The National Transportation Safety Board has determined that flattened rails on Conrail's main line was the cause of the derailment of Amtrak's Lake Shore Limited at 4 a.m. on August 3, 1994.

None of the 320 passengers was killed, but 118 were injured, 25 seriously.

Two years of tests, computer simulations, and actual re-enactment in Pueblo, CO led NTSB engineers to conclude that a 38-inch stretch of flattened rail was the culprit.

The train and track met all federal safety requirements; the track had been inspected the day before the accident. Metal experts found nothing wrong with the rail which was manufactured in 1976. This is the first accident that NTSB has attributed to flattened rails.

Since this accident, "flattened rail heads" are popping up around the country, but this one of 38 inches long and nearly a half an inch deep was "the granddaddy."

The causes of flattened rails is not known but may be connected with heavier cars which now carry 125 tons compared to 80 tons twenty years ago.

Unknown was why this situation did not cause other trains to derail. (Source: *Times-Union*, Friday, July 12, 1996.)

(Editor: According to a witness who has viewed videos of the scene, there were a number of flat spots almost evenly spaced in this rail. It is my thought that the suspension of a truck could establish a oscillation with the 'frequency' of these flats to cause a wheel to bounce from the rail. This type of oscillation could also 'hammer' the railhead flat with heavier cars increasing the intensity of the 'blow'. Any other thoughts out there?)

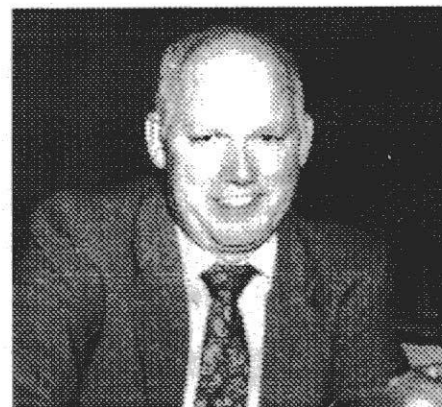
LA&L acquires 4 more locos

The Livonia, Avon & Lakeville Railroad recently acquired four used locomotives to add to their fleet of six. These are ALCO products manufactured in 1963.

(source: *Times-Union*, Sept. 16, 1996).

An Interview

Thomas A. Way



Thomas A. Way was born in Gettysburg, PA. Since then, he has lived in Littlestown, PA, Lansdowne, PA (a suburb of Philadelphia), Bowie, MD and Henrietta and Irondequoit, NY.

Beyond high school, he went to a Technical School for drafting, then to Monroe Community College where he obtained a Business Administration Associates Degree.

He works for Rochester Telephone in their copy center and as outside night messenger. He also works for Wendy's restaurant.

Tom moved to the Rochester area in 1967. He became a Chapter member in 1971 which led to numerous past positions: Board of Directors, Treasurer, President, Co-chair for Stores, and Trips Chairman. He currently is our Membership Chairman.

Like most of us, he became interested in railroads as a child. A branchline of the Pennsylvania Railroad was behind their house in Littlestown, PA.

Current interest is with Amtrak and Conrail in New York state, and Pennsylvania and also Chessie (B&O) in Pennsylvania, Maryland & West Virginia. He is currently a member of the National Association of Railroad Passengers.

Rochester Transit Symposium to be held on November 8th.

The Rochester Rail Transit Committee in conjunction with the City of Rochester and the Downtown Community Forum will be holding the first Rochester symposium on rail transit on November 8 from Noon to 2:45 PM. "A Rail of Two Cities: What St. Louis and San Diego can teach Rochester about rail transit" will feature presentations by Bill Lieberman, Director of Planning and Operations for the San Diego Metropolitan Transit Development Board, and Tom Shrout, Executive Director of the Citizens for Modern Transit. The emphasis will be on real-life experiences with new light rail lines, especially the experience in using rail transit as a tool for urban revitalization and land use planning. There will be ample time for questions and answers.

The City of Rochester is underwriting the event in order to kick off discussion on rail transit in conjunction with the City's Light Rail and Economic Development Study. The study, funded by a State grant obtained by Assemblyman David Gantt, will focus on gauging the potential economic development and job-access impacts of a proposed LRT line from Charlotte through downtown to the University of Rochester. The study should begin in November and last 6 months.

The Symposium will consist of two portions. The main presentations (with Q&A) will be held from 12:00 - 1:30. After a brief break, the speakers will lead a seminar on the topics of livable cities and transit funding from 1:45 - 2:45. All are invited to attend the entire symposium, but those with time constraints may wish to only attend the main portion.

The event is free of charge and open to the public. Lunches may either be brown-bagged or purchased from the Downtown Community Forum catering. Those wishing to purchase a lunch through the DCF should reserve in advance. For additional information, please contact DeWain Feller (RRTC Chair) at 716 527-9619.

Date: Friday, November 8

Time: 12 Noon - 2:45 PM

12:00 - 1:30 Main presentations, Q&A

1:45 -2:45 Seminar (additional presentations and discussion)

Location: Dugan Center

St. Mary's Church

15 St. Mary's Place

Rochester, New York 14607-1789

NYS ISTE A grants

1996 Grants from the Intermodal Surface Transportation Efficiency Act (ISTEA) were awarded to eight NY state rail projects. Of the \$10.6 million allocated to upstate projects, rail projects will receive \$4.41million and rail-to-trail projects get \$4.39 million. The rail projects are:

Adirondack Railroad - Thendara Station, rehab 11 miles of track and main line to Utica.

Buffalo - work on ex-DL&W terminal.

Cooperstown & Charlotte Valley - purchase trackage, restoration of tourist trains.

Batten Kill - track rehabilitation, restore Salem depot.

Arcade & Attica - restoration of two steam locomotives.

Westport Amtrak Station - repairs.

Station work at Bridgehampton, Westhampton, Hampton Bays and Speonk.

North Creek - restoration of station for tourist train use.

A project to repair the Rome Amtrak Station was not funded.

(Source: *The ESPA Express*, June 1996)

Work on Stillwell Resumes

Three new panels have been installed on the east side of the Stillwell coach. This is reflected in the graphic on Page 8.

This work was temporarily suspended as all hands worked on making the 25th Anniversary of the Depot a grand success.

MU Car and Erie Caboose Rides the LA&L Rails

As this is being written, the Chapter's Erie MU car and the Erie caboose are waiting on the Chapter's "interchange" track for a Livonia, Avon and Lakeville Railroad engine to pickup the pair.

This will be the first time that any of the Chapter's rolling stock will have transversed LA&L's recently acquired trackage. The MU car will have a brief stay at the LA&L shop in Livonia for service. Then the set will haul a Chamber of Commerce delegation on October 9 in a promotion of LA&L services.

Flash

Train held-up near Newark

An Ontario Midland passenger train was boarded by robbers on Sunday, September 29 at Norsen Bridge Park north of Newark, NY. Fortunately, a 'deputy' sheriff and his posse were hot on the robbers trail. After a brief 'shoot out,' the robbers were captured.

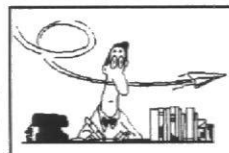
On board was a bridegroom, who was arrested, handcuffed and immobilized with a ball and chain.

On the way back to Sodus, the train stopped at Sodus Center where the bride and her party boarded for the remainder of the return trip.

This all took place after the last run of the Chapter's Fall Foliage trip on that day. A group sponsoring a bachelor's party hired the railroad and the train set for this elaborate affair. This is one bachelor party that all the participants should remember for a long, long time!

Editor's Corner

Several articles are ready for the November issue.



John Redden wrote on Casey Jones based on Mr. Jones' accident file found by Mr. Carl Englund. Fascinating!

Also, articles on a Hojak trestle, and another of Dan Cosgrove's recollections.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Dave Luca

Vice President: John Weber

Treasurer: Ira Cohen

Recording Secretary: Jeremy Tuke

Correspondence Sec.: Don Shilling

National Director: Bob Miner

Trustees: Neil Bellenger, Charlie Harshbarger, Steve Oagley, John Redden, Joe Scanlon, Rand Warner,

The Semaphore Staff:

Editor: Gale Smith

Printing: Dave Luca

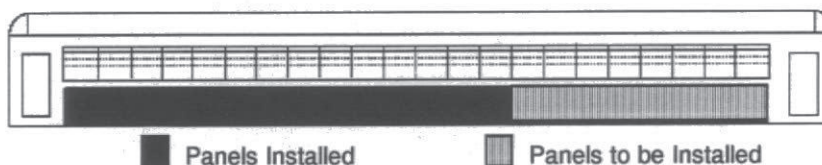
InterNet (World Wide Web) address:

<http://www.rochester.ny.us/railmuseum.html>

Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: The first of each month.**

Stillwell Coach Panel Installation Status:

This graphic of the Stillwell coach was extended to represent 22 panels (11 panels per side). All panels have been subscribed. To date, eleven, or those on the west side have been installed; three have been installed on the east side.

**The Semaphore**

Rochester Chapter

National Railway Historical Society

P.O. Box 664

Rochester, NY 14603

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Chapter Meeting & Program:

Rathbun Ramblings 1996

by Darrel Rathbun

8:00 PM, Oct. 17, 1996

40 & 8 Club

933 University Ave.