



THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

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October 1970

No.

OCTOBER MEETING will be held at the chapter meeting room Thursday October 15 at 8:00 PM.

Plans for the joint meeting with Buffalo in Batavia on Nov. 7th will be finalized. Continued talk on the station at Industry as well as plans for the future will be discussed. The club is continually looking for new members and interested parties so why not bring one along.

SEPTEMBER MEETING Meeting called to order at 8:15 PM with 33 members and guests present.

Minutes of the June meeting were read and approved as read. Greg Sullivan gave the treasure's report and we are still solvent. President Hott thanked the publication and program committee's for their excellent work. Programs for the year ahead are well shaped up except for a couple of meetings.

STATION SITUATION: Lawyers Corp. will give us the station at Webster if we move it.

LATEST ON INDUSTRY STATION: E-L will sell us the station for \$1.00 and lease land for \$25.00 a year. We pay the taxes. First order of business is to repair roof. As soon as plot plan is returned to us we will know what amount of land goes with it. Before taking any great step toward a station or any large project we must be incorporated. As a non profit educational organization under the state laws after this is done it should be easy to apply and get certificate from the Internal Revenue service.

THE BARK PEELER

by Richard Barrett

Circle Tour to Las Vegas

Since summer usually stirs the urge to travel within me, June 26th found me packing my bags for a 1:10 A.M. departure from Rochester on PC 61-27. As I scrambled aboard, I noticed that both coaches were full so I took up residence in the Lounge car and watched Rochester disappear into the dark. Our power was E8A #4053 and E7A #4035. After the normal switching took place in Buffalo, a third coach was added. Leaving Buffalo our train had two E units, a baggage car, 2 Pullmans, Sleepercoach, Twin unit diner, and three coaches. At Toledo we were 75 minutes late. However, arrival in Chicago was only 30 minutes late. This left me enough time to get a good lunch at Fred Harvey's before boarding the combined Afternoon Zephyr, Empire Builder and North Coast Limited. I had made reservations on the latter. My duplex single room turned out to be in the Union Pacific's Sun Rest. At one o'clock our 24-car train glided out of Union Station for the seven-hour trip to St. Paul. Very little passenger equipment has been repainted in BN colors.

At St. Paul the train was split apart. The Empire Builder left with 18 cars while the North Coast Limited left with 12 cars. My destination was Butte, Montana. We arrived there the next afternoon at about 5:30. I was welcomed into town to the resounding sound of thunder and immediately took refuge in the depot. Soon the rain was over and after a good meal in a local restaurant I turned my attention to the Union Pacific's Butte Special. The Butte Special (which is up for discontinuance) runs three times a week between Butte and Salt Lake City. Our train consisted of an E unit, a baggage car, Pullman, and two coaches. I had reserved a bedroom in the Pullman, American General. Officially the car is referred to as a 6-section, 6-roomette, 4-bedroom car. However, some of the sections have been converted into breakfast nooks with the addition of a table. A small kitchen has also been added. Our porter had autonomous control over the sleeper as, in addition to his duties as porter, he also collected the tickets and prepared and served the food. Arrival in Salt Lake City was right on the advertised. Here I switched to a less desirable form of transportation for the trip to Las Vegas. Upon arrival in Las Vegas I was met by an old college chum. We spent three days in Las Vegas and then left on a seven-day circle tour by car.

After leaving Las Vegas our next objective railroad-wise was the Durango - Silverton train. This is an experience no railfan should miss. The train winds its way thru the San Juan National Forest. During much of the trip the rail parallels the Rio de las Animas (River of Lost Souls). The most spectacular portion of the trip occurs shortly after entering the National Forest where the roadbed was carved into the side of the cliff at a cost of \$100,000 per mile in 1881. Over 1,000 people rode the train that day in two sections. Continuing on, we headed east to Colorado Springs and the mining town of Cripple Creek. The road entering Cripple Creek is built on the right of way of the Midland Terminal and passes thru an old single track railroad tunnel. As we again headed north toward Denver we saw the southbound Denver-La Junta train of the Santa Fe with a consist of an F unit, two baggage cars and a coach. The next morning we arrived at the Colorado Railroad Museum. The museum has some excellent articles in its collection, including everything from steam locomotives to paper items. This is well worth at least a two-hour stop. Seven National Parks and National Monuments later we arrived back in Las Vegas.

Three hours later I was settling down in my roomette on the City of Los Angeles (eastbound). When I awoke the next morning, we were sitting in the depot at Ogden, Utah. The reason for the delay was that the Southern Pacific's City of San Francisco had been delayed. Since some of their cars continued east on our train, we just sat until finally, 3½ hours after their scheduled arrival, in they came. By the time they finished switching it was 11 A.M. After we left Ogden I headed for the diner, and shortly we arrived in Green River, Wyoming. Here we added 8 more cars from Portland,

Oregon. By now our train had five E units and 30 cars. This works out to be over a half mile of train. At Cheyenne, Wyoming, my sleeper was switched out of the City of Los Angeles and into the City of Kansas City. Here our consist was 8 cars. As I awoke the next morning we were still far behind schedule. My plan had been to catch the San Francisco Chief at Kansas City. From the porter I learned that the San Francisco would not wait for us but that train #24 (ex Grand Canyon) would. Train #24 is the local train that makes all local stops between Kansas City and Chicago. The lunch counter car provided a great hot-roast-beef sandwich, but there was something rather strange about eating off paper plates with real silver. Anyway, we made up some lost time and arrived in Chicago right on schedule at 9:00 P.M.

Here I rejoined the Penn Central for the ride back to Rochester. Rather than wait until the following morning, I took a seat on PC #52, which leaves at 11:05 P.M. for Buffalo via Detroit. Twenty minutes before departure every seat in the one coach was filled. By the time we left Chicago we had an aisle full of standee passengers. A second coach was added in the yards outside Union Station and then we were on the way. Our train now consisted of one E unit, 2 baggage cars, 2 coaches, a piggyback car, and another baggage car. One might call this a passenger sandwich. Our arrival in Detroit was about 30 minutes late due to adding the second coach. At Detroit I found out that PC train 52 is actually two trains as our equipment leaving Detroit was completely different even though the train number was the same. Arrival at Buffalo was on time with a short wait for PC #74 to Rochester. Oh my poor Rail Travel Card!

Labor Day Weekend Trip

Well, no sooner had my Rail Travel Card recovered from vacation, Jim Dierks (another Rochester railfan) and I set out on a three-day weekend of railfanning. We left Rochester $1\frac{1}{2}$ hours late on PC 61-17. We immediately crawled into our pajamas and stretched out in our roomettes for the trip to Detroit. I was so tired the switching in Buffalo did not even disturb me. Our arrival in Detroit the next morning was about an hour late. As we detrained, we found that our train had consisted of an E8, a baggage car, two coaches and our Pullman, the James O'Hara. Alas, the last trip of this train between Fort Erie and Detroit was on October first. After a quick cab ride across town, we were in Union Station. We watched the Grand Rapids train depart (C&O) with an E unit and a coach. Then we boarded our train, The Cincinnati (C&O-B&O). Our consist was an E8, a baggage car and one coach. There were about 15 people on board, but the baggage car was empty. Our train headed south thru Toledo (lunch stop) Lima, Dayton, and into Cincinnati. The terminal here is very impressive. It was built in the thirties with a "bandshell" type of styling and large mosaic railroad murals on the wall. We watched the arrival of the St. Louis section of the George Washington come in followed by L&N's Pan American pulled by an E8 and a living, breathing E6. As we took our seats on the George Washington, our first thought was food. We soon found that the diner had recently been taken off and that its replacement was a coach-diner. Anyway, after some good food, we went back to our coach seat to await the arrival of our sleeping car, from Louisville. At Huntington, West Virginia we see our sleeping car as it is coupled onto our train. Here the sections from Detroit, Cincinnati and Louisville merge to spend the night together. By the time we awoke, some of our cars had been set off at Charlottesville (Newport News section), but, as a result of the consolidation at Huntington, we now had a diner. The diner (Bluegrass Club) was a converted 6-bedroom-lounge square-end observation. As we arrived in Washington, D.C., we had three E8's, two REX express reefers, a baggage car, our Pullman, the diner, and five coaches.

After a quick tour of Washington, we were off again. This time in the Metro-liner. The acceleration is deceptively smooth, and in a few minutes we were cruising at 110 mph. As the trip progressed, we hit 120 many times. Patronage was very light this Sunday before Labor Day and we had the forward coach to ourselves until we got to Philadelphia. Arrival in New York was right on time.

We took several flash pictures down on the platforms of Pennsylvania Station. All the railroad employees were very friendly. The GGI electrics still impress me, even in their ("ecch") PC paint scheme.

At 4:55 P.M. we left Penn Station on the Broadway Limited for Harrisburg. Our train consisted of two GGI's, a baggage car, 6 Pullmans, a full-length diner, a galley car, a lounge and three coaches. The coaches have recently been overhauled and have new upholstery and venetian blinds. The Pullmans look clean and elegant. At Philadelphia we headed for the diner. Much to my surprise I had the best meal I have ever had on an Eastern train,--a fantastic sirloin steak dinner with all the trimmings for \$6.25. We were so impressed with the Broadway that we were both sorry that we weren't able to stay on board all the way to Chicago. Anyway, as we detrained at Harrisburg, we went up to the front of the train so that we could watch it disappear into the night. After a short walk thru town, we were at the Nationwide Motel for our only night of non-moving sleep.

We awakened the next morning to the sound of diesel horns on the Reading, which passes right beside the motel. After breakfast we headed back to the depot. We left enough time to make sure we could get some GGI pictures in the yards and then go back up into the depot to get our tickets for the Harrisburg-to-Buffalo train. Here's a train every Rochester railfan should ride. If you're pressed for time, Trailways can take you south right to the front door of the depot and then you can take the train north. The train runs every other day; northbound from Harrisburg the odd dates during October and even dates during November and December; southbound from Buffalo the even dates during October and odd dates during November and December.. Our consist was an E8, an RPO being used as a baggage car, and a coach. There's a very interesting wye movement at Williamsport made necessary by the removal of a bridge. According to the conductor it adds 27 minutes to the schedule. The track is in very good shape, and there are many freights and real nice scenery along this route. The crew changed at Emporium and we continued on into Buffalo.. Arrival was on time at 6:10 P.M.

Passenger Trains

PC - From the Wall Street Journal comes the news that PC has been allowed by the ICC to discontinue 14 passenger trains effective Oct. 1. The trains being taken off include 4 trains between Buffalo and Chicago, 2 between Pittsburgh and St. Louis, 2 between Chicago and New York, 2 between Columbus and Cincinnati, 2 between Harrisburg and Washington, and 2 between Cleveland and Indianapolis. The twenty other trains on PC's massive discontinuance petition were ordered continued for another six months. At this writing a temporary injunction has been issued preventing discontinuance, but it's not known how long the injunction will remain in force.

The Rock Island has been allowed (some four months after the trains actually stopped running) to discontinue trains 7 and 10 between Chicago and Council Bluffs, Io

PC has done an about-face on business cars. Shortly after going into bankruptcy, all remaining cars were stored. Now four ex-New York Central cars have been restored to service at Philadelphia.

PC still has some RPO's running. They are on trains 177-194 (two cars) New York to Boston, trains 140-147 Washington and New York, trains 170-193 Washington and New York, and trains 22-55 Pittsburgh and New York.

The twin unit diner from the 20th Century Limited has been replaced on 61-27, 62-28 by a regular diner and a 6-bedroom lounge with the bedrooms assigned as crew quarters. Does anyone know the reason for this move by PC?

Other discontinuances include the following:

Burlington Northern #3,4 Ak-Sar-Ben, Chicago to Lincoln
Canadian Pacific #131, 134, 137, 138, 232, 235, 233, 234, Montreal to Ottawa
Norfolk & Western #201, 206 Megantie to Montreal
Norfolk & Western #11, 12 Pelican, Monroe to Bristol.

The dome diners were taken off the City of everything on August 4th and replaced by regular diners. The dome diners have never been popular with the crews since they are hard to work. The replacements for the domes are from the UP's 4800 series.

The Seashore Trolley Museum in Kennebunkport, Maine, now has an authentic San Francisco cable car (sans trucks). It was originally purchased from San Francisco Municipal Ry. in 1955 by an automobile and antique collector in Montreal, Canada. In 1960 it was sold to another Montreal collector. Due to business reverses, the car was sold again to another collector who, realizing the historic nature of the car, approached Seashore. Museum members quickly set about raising the necessary funds to purchase and transport this jewel to Maine. At some time between 1960 and 1966 it was converted into a road vehicle by removing the trucks. The fate of the trucks is unknown. Also new to the museum is Boston Subway car 0719, which was moved onto the property in August.

Seashore's open house and members' day was held on October 10, 11 and 12. Admission to the property of \$1.25 for adults and \$.75 for children entitles the purchaser to an all-day transfer.

A rush-hour crash on Boston's Mattapan to Ashmont high-speed trolley line injured eight people on Friday, October 2nd, as one car rammed into the rear of another car at Mattapan Station. The standing car had just unloaded all its passengers. Probable cause for the accident has been listed as brake failure.

The cover of the current Rio Grande timetable carries the following notation: "To the Denver & Rio Grande Western Railroad has come the distinction of operating two 'last of their kind' passenger trains---the Rio Grande Zephyr and the Silverton Train."

The Long Island has acquired the two tavern-observation cars that were formerly used on the "Phoebe Snow".

The Illinois Commerce Commission has rejected, with a verbal blast aimed at the railroad, the Illinois Central's bid to discontinue the Governor's Special between Chicago and Springfield, Illinois.

PC is running a second Turbotrain for weekend service between Boston and New York. These trips will continue until October 18th. On Fridays leave Boston 11:25 A.M. return leaving Grand Central at 4:35 P.M. On Sundays leave Boston 4:00 P.M., return leaving Grand Central at 9:00 P.M.

In Canada the Turbo's are also running. They leave from Montreal and Toronto at 7:45 A.M. and 4:10 P.M. with arrivals at the other end of the line at 11:50 A.M. and 8:15 P.M. respectively.

Stirling Homex Corp. of Avon, N.Y., recently shipped 56 townhouse modules on 18 specialty built flat cars. These modules will make 14 complete townhouses and were shipped to Corinth, Miss.

The Good Old Days - From the American Railway Guide, February, 1851

BUFFALO & NIAGARA FALLS RAILROAD TIMETABLE

9:00AM	5:00PM	Buffalo	8:00AM	3:45PM
9:15	5:15	Rock	7:45	3:30
9:25	5:25	Black Rock Dam	7:35	3:20
9:45	5:45	Tonawanda	7:15	3:00
10:15	6:15	Cayuga Creek	7:00	2:45
10:30	6:30	Niagara Falls	6:45	2:30

NOTES FROM THE GOVERNOR'S LOUNGE

by John

Do you recall the conversations which used to take place in the lounge car on a fast passenger train? These little talks covered everything---the weather, business conditions, countryside, railroad service, which 30 years ago was criticized like now. But, unlike now, the railroad management took steps to correct such complaints and notify employees when they were cited for courtesy and service. Today service is a thing of the past---the individual no longer counts; it is the company which complains and which gets corrective measures taken. But just be sure you are a large company, for the small company is largely ignored. That fact is why railroad problems today are seemingly endless.

But we have spent too much time in Transportation to have had the "rub off service" vanish from our life, so when someone makes a request of us for historical information or pictures we try to comply. We are now in the quiet atmosphere of the Governors Lounge ready to dispense the following information. After all, this occupant is sometimes known as the Chapter Historian.

The Arcade and Attica Railroad

See Official Guide. Operates Arcade Junction, N.Y., to Arcade and North Java, N.Y., 15 miles. Operated for freight and steam passenger excursion. Freight service with two GE center cab deisels, and connects with Penn Central at Arcade Junction. Edward J. Lewis, General Manager.

- 1880 Chartered as 3-foot gauge Tonawanda Valley RR on April 5, to build from Attica south to Arcade and Sardinia Junction. Tonawanda Valley Extension RR chartered to build from Sardinia Junction south to Sandusky, Freedom and Cuba.
- 1881 Tonawanda Valley and Tonawanda Valley Extension RR merged as Tonawanda Valley & Cuba RR.
- 1882 Line completed into Cuba.
- 1884 Tonawanda Valley & Cuba RR placed in receivership.
- 1886 Sandusky Cuba line abandoned.
- 1891 Foreclosure sale made re-organization as Attica & Freedom RR.
- 1894 Attica & Freedom RR acquired by Buffalo Attica & Arcade RR in October. Arcade Freedom line abandoned. Road rebuilt to standard gauge and line reopened December 1895.
- 1917 Placed in receivership on March 6th, at which time road shut down. Arcade & Attica RR organized May 24. Commenced operations again June 1s
- 1942 Abandoned common carrier passenger service, which recommenced after end of World War II.
- 1948 Heavy floods washed out much of the track in the Spring. Decision made to abandon line North Java to Attica.
- 1951 Really marks the end of passenger service on the A&A.

All-time engine roster:

- #1 2-6-0 Baldwin 1894 ex-TH&B, bought 1917, scrapped 1940.
- 2 2-6-0 Schenectady 1901 ex-NYC&HR " 1923
- 3 4-6-0 Cooke 1892 ex-I&HR " 1923
- 4 4-6-0 Baldwin 1894 ex-Buffalo & Susquehanna #104, then Buffalo & Wellsville. Then Genesee & Wyoming. Purchased 1921. Scrapped 1931
- 5 4-6-0 Pittsburg 1892 ex-Louisville Henderson & St. Louis. Scrap 1939
- 6 4-6-0 Baldwin 1907 ex-Alabama & Vicksburg; ex-Illinois Central. Bought 1929. Rebuilt 1939. Scrapped 1946.

- 7 2-6-0 Brooks 1900 ex-Reynoldsburg & Falls Creek, ex-Buffalo Rochester & Pittsburgh. Sold to Model City Ordnanch Plant, then to Alaska RR
- 8 2-6-0 Brooks 1897 ex-Reynoldsburg & Falls Creek, ex-Buffalo Rochester & Pittsburgh. Sold to Alaska RR
- 14 4-6-0 Baldwin 1914. Bought from Escanaba & Lake Superior
- 18 4-6-0 Cooke 1920 ex-Charcoal Wood & Lumber Co., Newberry Wood Co., ex-Boyne City RR
- 109 Railbus, Evans ex-Arlington & Fairfax bought 1939. Sold to Narragansett Pier RR
- 110 Center cab Diesel GE 1941 44-ton, 380 hp
- 111 Center cab Diesel GE 1947 44-ton, 380 hp

Cumberland & Westernport Railway

Electric railway which operated city car lines in Cumberland and suburban lines to communities in area of Cumberland.

- 1912 Cumberland Electric in operation. Purchased 3 single-truck open passenger cars from Brill
- 1912 Cumberland Electric Railway operated to Narrows Park
- 1926 As Cumberland & Westernport Railway abandoned the route to Westernport, apparently the last line in the system.

SKANEATELES SHORT LINE RR

See Official Guide. Operates Skaneateles, N.Y., north Skaneateles Junction, 5 miles connecting with Penn Central. Mrs. E. B. Wilson, General Manager.

- 1867 Commenced operations
- 1929 Operated passenger train scheduled as Skaneateles Railroad.

Read Down		Read Up	
6:50 AM	5:00 PM	Skaneateles	11:20 AM 6:20 PM
7:10 AM	5:22 PM	Skaneateles Jct.	11:00 AM 6:00 PM

- 1931 Roster showed as Skaneateles Railroad 3 engines, 4 freight cars, 2 passenger cars, 1 miscellaneous (snow plow). S. A. Kane, President.
- 1944 Known as Skaneateles Short Line Railroad. A. H. Holder, General Manager

All-time locomotive roster:

- #1 0-4-0 Mason 1867
- 2 2-4-4 Tank Rogers 1870
- 3 2-4-4 Tank Rogers 1872
- 4 0-6-0 Alco 1914
- 5 2-6-0 Alco 1915
- 6 Center cab Diesel GE 1950, 500 hp. Rebuilt 1959 account engine fire
- 7 Center cab Diesel GE 1959

That is all from the Governor's Lounge for this month. I trust I was able to supply brief but accurate information to those who requested it. Any corrections or additions would be most cheerfully received.

Remember our great annual banquet earlier this year? And do you remember that nice man in the wheelchair? I'd never met long-time member George Englerth and only said "Hello," but it's just come to my attention what an enthusiastic railfan he is. Mr. Englerth is a patient at Community Hospital, but that determined railfan actually hired an ambulance to ferry him to and from the banquet. How's that for loyal support
(Arlene)

TANTALIZING TIDBITS

By Arlene

Trouble may be in store for the Arcade and Attica with the announced closing of the old Borden Company plant. We are told this firm alone accounted for over 50% of the carloadings for this short carrier, and drastic cuts may be in order to keep operating the line.

Our short-line correspondent, William Reddy, reports that the situation on the Wellsville, Addison and Galetton does not look good either. Permission has been requested to abandon and remove the 36 miles of old main line from Wellsville to Galetton along with 17 miles of Coudersport and Port Allegany trackage from the Newfield Junction interchange with the WAG to Coudersport. This will leave the WAG with only the PC connection at Ansonia. Bill also reports that the ex SP EMD 2000 HP A unit was seen in service on the Wellsville train back in summer with all of 17 cars. Apparently there is still a wye in Wellsville yard for turning this type of unit. Stored in Galetton are the ex Western Pacific B unit along with 2 or 3 other center car engines and one ex-BR&P caboose 32640. Bill adds that all the Penn Central trackage from Lawrenceville to Elkland, Pa., is still in with the WAG working about 3 miles of it from Nelson to Elkland. He also noted an old open-platform combine car between Farmers Valley and Smethport, Pa. Some sources report it to be an ex PS&N, while others claim it to be an ex Mt. Jewett, Kinzua and Ritterville.

(both items from Buffalo Chapter "Airpump" of October)

The Buffalo Chapter meeting on October 9th was really great! Bill Herrmann from Lake Shore Chapter and David Ross, accompanied by Albert Kallfelz, from Syracuse gave a slide presentation of the stations their chapters had acquired with appropriate before, during and after views and showing the members at work. Wow!!! Consider the fact that Syracuse Chapter started with ten members in 1965 and had \$50 in the bank.

Keep November 7th open. After many years a joint Rochester-Buffalo Chapter meeting will be held at the Holiday Inn, Batavia, N.Y. Activities will start at 6:00 PM with dinner of prime rib at \$6.00, boned chicken at \$4.00 and baked ham at \$3.00. A fabulous 16mm sound movie program will follow. All members, family and friends are welcome. Batavia is just a half hour's drive away by taking 490 and the Thruway. Let's make a success of this "first" joint meeting. See "Coming Events".

On June 6th the Buffalo and Rochester Chapters will sponsor what we expect is our last steam excursion with CN 6218. She just received her second boiler extension and will have to be taken out of service.

Unfortunately it's too late for us, but the Flying Scotsman was on display at Niagara Falls, Ontario, through Sunday, October 11th. The train did not appear in Buffalo. At the Buffalo meeting I heard that it will be stored in Toronto for the winter and will travel to Vancouver in Spring. From there, the train will go down the west coast and across to Kansas City. This train, without the engine, is for sale for over \$128,000, although I also heard that the observation car has already been sold to Green Bay.

From Boston & Maine RR, Southern Div., Bulletin 2305, May 17, 1928: (Dick Barrett)

Extra train for President Coolidge and party, consisting of:

- One Pullman composite car
- One 12-section drawing room sleeper
- One ten-compartment sleeper
- B&M diner

One 2-drawing room 3-compartment observation sleeper

Enroute Washington D.C. to Andover, Mass., then to Northampton, Mass.

"Everything must be done to see that this train maintains schedules and meets with no delay. Freight trains must be into clear not less than 30 mins. ahead of the special

A PENN CENTRAL ROCHESTER EXCURSION

by Arlene

I hate to make you eight-to-fivers turn green, but two weeks ago, on September 29th, some of us rode the Greater Rochester Rail Tour of Penn Central Lines. It was absolutely wonderful, and the cost of \$5.00 even included a delicious box lunch of roast beef on a roll, macaroni salad, potato chips and a brownie. Hot coffee was served all day.

Our group of between 80 and 90 passengers met at the PC station at 8:30 that morning for coffee and donuts and to exchange greetings. Our consist was PC 4299 and 4251 (Okay! I don't know one Diesel from another, but they were A units.), NYC coaches 3608 and 3637 in perfect condition, a "special" car and PC 18276 caboose. The special car was a converted mail car, I believe, with two ends welded together to enclose about one-third of the car while the remainder was open like a gondola. If that wasn't dramatic enough to warrant second looks, the car sported a new coat of brilliant yellow paint.

We were officially welcomed, given detailed itineraries of the trip, and left shortly after the scheduled 9:00 AM, after the door openings of the special car were "secured" by brooms wired in place. We then headed west toward Chili Junction. For someone who has been scolded by trainmen for standing in vestibules, riding out of the station on an open car was a real thrill. Bill Bracey prepared to shoot a spectacular picture of our Upper Falls when a passing freight blocked the view. We still happily waved to the crew as we overtook them and enjoyed their return greeting.

How strange to look down the embankments where wrecks of the past had been photographed from another viewpoint! How desolate the many abandoned factories and littered lots! When one is wrapped in the comfort of a passenger coach, the wasted assets are less conspicuous. The switches to Kent Street Yard (now abandoned), the Falls Road and the B&O track to Charlotte slid by as we rode alongside the B&O.

Twelve miles out we stopped while the engines switched track to pass us and couple onto the other end. We then backed a bit further and headed across the switch to the West Shore for the 22-mile trip to Fairport.

Past Genesee Junction we crossed the Genesee River, stopped briefly at the Genesee Valley Regional Market, and continued across the Barge Canal. The remains of the old icing station were thoroughly photographed by the combined members, and we waved to several crews of passing trains while waiting to re-enter the main line.

(To be continued next month.)

ROCHESTER & CENTRAL NEW YORK CHAPTERS
& NRHS BUFFALO CHAPTER, INC.
National Railway Historical Society, Inc.

Chapter members, their families, friends of the Chapter and the General Public are cordially invited to enjoy a STEAM-POWERED TRAIN RIDE - not just one, but two!

REPEATED THIS YEAR BY POPULAR DEMAND!

A SPECIAL TRAIN OVER THE LIVONIA, AVON & LAKEVILLE RAILROAD
SUNDAY, NOVEMBER 1, 1970

You will have to drive to Livonia which is situated 15 miles south from NY State Thruway Exit #46, using US Route #15.

FARE: Two round trips will be \$4.00 for adults; \$2.00 for children under 12 years.

MEAL: For those desiring dinner -- \$3.50 for a delicious ham dinner which will be served by the ladies of the United Church of Christ. This church is 1 1/2 blocks from the RR station. Anyone may bring their own food to eat on the train if they prefer.

NEW this year on the L A & L: Pennsy Paint Styling on engine, more coaches!

SCHEDULE
EASTERN STANDARD TIME

Lv. 10:30 AM Livonia Station LA & L RR
Arr. 12:45 PM " " " "

DINNER STOP

Lv. 3:00 PM Livonia Station LA & L RR
Arr. 4:30 PM " " " "

PHOTO RUN-PASTS - Bring your camera and plenty of film.

TICKETS WILL BE MAILED UPON RECEIPT OF REMITTANCE COVERING TRIPS & MEALS

MAKE CHECKS OR MONEY ORDERS PAYABLE TO: NRHS BUFFALO CHAPTER, INC.

PLEASE INCLUDE SELF-ADDRESSED STAMPED ENVELOPE WITH YOUR REMITTANCE, FOR USE IN MAILING TICKETS. THANK YOU.

RESERVATION COUPON

LA & L 11/1/70

MAIL TO: Trip Chairman-NRHS
111 Coronation Drive
Buffalo, N. Y. 14226

(PHONE) We must have your reservations; please
(for information only) fill out coupon and mail for arrival
(834-7809) by Monday, October 26, 1970

_____ Adults riding trains -----	@ \$4.00	-----	\$ _____
_____ Children (under 12 yrs.) riding trains -----	@ \$2.00	-----	\$ _____
_____ Persons desiring dinner reservations -----	@ \$3.50	-----	\$ _____
Total -----			\$ _____

NAME _____

STREET _____

CITY _____ STATE _____ ZIP CODE _____