

# THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

Vol. XII

November 1970

No 7

NOVEMBER MEETING will be held at the chapter quarters at 49 South Ave., Rochester on Thursday November 19, at 8:00 PM sharp. The business to be discussed will include our station acquisition at Industry and another possibility. There will also be a report on our upcoming booklet on the passenger trains and the Rochester area. Discussion concerning our joint meeting we had with Buffalo and our joint plans for the future. Following the business meeting will be a slide show about the Auburn Road that runs from Rochester to Syracuse by way of Auburn. This was the second railroad to come into Rochester and has a long and interesting history. This promises to be an important meeting so don't forget to come and let your voice be heard, and why not bring a friend so the both of you can enjoy our interesting program.

OCTOBER MEETING Due to a change in policy of the chapter the minutes of the meeting are not going to be published in the Semaphore from now on. In their place will be an extremely abbreviated version of the meeting. It is hoped that in the future we will see more of our members at the meeting. This month's summary will be omitted in this issue.

## NOTES FROM THE GOVERNOR'S LOUNGE

by John

Did you ever experience the relaxation found in the lounge car of a name passenger train--when you sat back watching the track recede behind you, watched signal indications for other-direction trains, have one pass you and find yourself jerked back to the present by a loud laugh or a sudden lurch of the train? What were you dreaming of? Your job? Another train ride? Yes, I found myself thinking about a ride on the "Azalean".

THE AZALEAN--Louisville & Nashville Train #4 and 3, maid of all work, which, until 1966, was the local passenger train running all the way between Cincinnati and New Orleans, 960 miles one way with a 32-hour schedule.

My return from New Orleans on that train in 1957 was probably the most enjoyable trip I have ever taken--the kind of ride I still look for. Alas, such rides in 1970 are hard to find, but I think of that trip quite often, so let us reminisce.

Taking my then-two-week vacation period, I went to Buffalo on the Advanced Empire, checked into my Buffalo-Cincinnati roomette on #5 Buffalo-Chicago "Mohawk", and away I went. I wanted to stay awake until we got to Erie, for I always like to "check out" GE and its subsidiary, East Erie Commercial Railroad, but since I had worked 12:00 to 8:00 A.M. that morning, I fell asleep long before Erie, not to awaken till south of Dayton, Ohio. There wasn't long to wait in Cincinnati for Louisville & Nashville's "Pan American"--one more name train I can say I have had the pleasure of riding and my second ride on the L&N. My other ride was on the "Flamingo" from Cincinnati to Atlanta in an upper berth with my father (and I have to look this up) in 1936.

The ride on the "Pan American" was beautiful, as are all train rides on a "new" railroad. Discovering they had a "rolling kitchen" between Cincinnati and Bowling Green, Kentucky, I had several sandwiches and several cups of coffee. The ride out of the Ohio River Valley and over the ridge to La Grange, Ky., was very appealing for I had many views of L&N 700's, early GM passenger units. On these curves and grades they smoked, which I had seen other GM's do under stress. I looked for the Carrollton Railroad, but it wasn't in evidence. It was interesting to go right down the street of La Grange. I hear they still back in and head out of the Louisville depot. Past the South Louisville shops, which I had heard much of, I was rewarded. There was a streamlined 4-6-2 standing alongside the main line as if on exhibit. Then began the climb to the ridge of hills which separates the Ohio and Cumberland River valleys. Really rolling through Lebanon Junction, we were passing everything on the newly-opened Kentucky Turnpike, and the two GM's were really digging as we started into the heavy grades and curves and ground to a halt at Elizabethtown. Starting at that point, we tried several times to get going and finally made it, pulling into Bowling Green some 10 minutes late. But not before we rolled through Park City, where L&N connected with the long-gone Mammoth Cave Railroad. In the heat of that March day, it looked like the last place in the world you would want to change trains, but much of its former importance was evident although boarded up. The honky tonks and motels made it conspicuous that Mammoth Cave was just over the hill to the west.

Arrival at Bowling Green found the Memphis train two tracks over on our right with a single-unit Alco passenger diesel, one mail car and coach waiting to receive our New York-Memphis sleeper (PRR from Cincinnati) and a coach, in that order. This job was done by an Alco switcher, probably 660 hp, with caboose attached. Quickly taken care of, we were on our way with the Memphis Alco rolling slowly alongside of us. A mile or so south the Memphis line veered to the right, and we had not gone far

nonstop when we met the northbound Pan American. Now the question in my mind was why didn't we see any equipment off the Memphis line for the northbound "Pan". I discovered, on consulting the timetable, that the sleeper and coach north are moved in the night train out of Memphis and the northbound "Azalean" from Bowling Green to Cincinnati. I was so busy looking at my timetable that I never observed the power on a northbound freight following the "Pan"—the first freight I had seen enroute—and we had to stop for her to clear. This is all single track under CTC.

Now we were running late and down hill to the Cumberland River. The next important point was Gallatin, Tenn., junction of the line north to Evansville, but I ignored this because of the dark Cumberland River and the power dam of the Tennessee Valley Authority. We then swung away from the river and crossed it again upon entering Nashville over a very high bridge—a most impressive entrance to a city which appeared just like it should from pictures I had seen. It will always be my ambition to spend a few days in Nashville.

Not having enough time at the station, I contented myself watching a L&N Alco yard switcher make up a cut of mail and express cars. Leaving Nashville on time, we soon settled down to an interesting ride through the hills or mountain ridges of southern Tennessee and northern Alabama, broken by the most interesting approach to Decatur, Alabama.

Now it was getting dark, so I went into the diner. I just have to try each railroad's dining-car service at least once. The meal was good but rather expensive for what I had ordered. Also the line was so curved in those northern Alabama mountains that I soon realized that I was not really enjoying that dining-car meal. We then rolled into Birmingham without a long enough stop to see all I would have liked, but the station was an old brick structure not shared with any other railroad. Apparently all other Birmingham railroads use "Terminal Station". If memory serves me right, I think that a few years ago, about 1967, L&N built a new, but much smaller, modern structure.

Leaving Birmingham we had to wait for the Southern "Pelican" to go ahead. No wonder it would arrive in New Orleans some two hours ahead of the "Pan American". Once again, a standard Southern Railway practice, one passenger unit was on that train, and he had quite a few cars to pull.

I slept right through the stops at Calera, Elmore, Montgomery, Georgiana and Brewton, all in Alabama and all of which I was curious about. In 1942, while stationed at Montgomery, I got to Calera to see the large steel mill there. We had maneuvers out of Georgiana, and Brewton hosts the famous T. B. Miller Mill Co., which specializes in telephone poles and which, until around 1967, had steam to pull the unfinished tree trunks out of the woods.

I had talked to our brakeman at Birmingham while I inspected our power, so when we got to Flomaton he woke me and we had pie and coffee together in the screened dining room. Imagine having a meal in a screened-in dining room in late March under a southern moon amid pine trees at a railroad junction point busier than all getout. Look it up—sometime you may want to go there. It was an experience I will not soon forget and was probably the most enjoyable off-train, in-station restaurant meal in the middle of the night I will ever have.

Through Mobile and past the harbor area was a truly interesting area. I slept through the stop at Pascagoula, another point you should visit, along the Gulf Coast. The shrimp boats were starting out, and river or ocean traffic has the right of way over the train so we stopped several times. Right along the waters' edge you have your choice of looking at the truly remarkable Gulf and sand beaches or watching the

water moccasins slither into the water when disturbed by the rumble of the train. I never have liked southern snakes.

Well, here is New Orleans and we're on time. This ends the first installment of a "Pan American" - "Azalean" trip.

\* \* \* \* \*

## THE BARK PEELER

by Dick Barrett

### Passenger Trains

Well, the change back to standard time has taken place and with it some the new fall timetables. Surprisingly, not all of the news is bad.

For instance, for the first time in fourteen years there is again a through sleeper from the East Coast to the West Coast. This sleeper runs three times a week, leaving New York on Monday, Wednesday and Saturday, and leaving Los Angeles on Tuesday, Friday and Sunday. Routing is via Penn Central from New York to Washington (departure from New York is at 3:00 P.M.); via Southern Railway from Washington to New Orleans, and via Southern Pacific from New Orleans to Los Angeles. Arrival is at 6:30 A.M. in Los Angeles. The schedule includes an overnight stopover in New Orleans with the sleeping car as your hotel. A recent ad in the "New York Times" bills this trip as a "transcontinental rail cruise" and carries the message, "The good old days are here again---only they're better!" In addition to the transcontinental sleeper, Southern has added a parlor-dome from Atlanta to New Orleans and the Southern Pacific has reinstated dining car service on the "Sunset".

Locally the Buffalo-Toronto sleepers are gone, but service to Toronto remains with a Budd car connection off/to PC 71, 74, leaving Buffalo at 4:00 P.M. with arrival in Toronto at 7:45 P.M. Returning from Toronto, departure is at 10:35 A.M. with arrival in Buffalo at 2:30 P.M.

Some recent discontinuances include:

|      |                          |  |
|------|--------------------------|--|
| BN   | #39 Gopher<br>54 Badger  | Superior to St. Paul<br>St. Paul to Superior       |
| B&M  | 740<br>741               | South Sudbury to Boston<br>Boston to South Sudbury |
| IC   | 3-4 Mid-American         | Carbondale and Memphis                             |
| Milw | 1-4 Pioneer Ltd.         | Chicago and Minneapolis                            |
| MP   | 1-2 Texas Eagle          | Texarkana and Laredo                               |
| SR   | 17-18 Birmingham Special | Bristol and Birmingham                             |

Californians have sent a petition to Governor Reagan requesting that he issue an order for reinstatement of the "Lark" between Los Angeles and San Francisco.

Effective September 21st, all Boston to New York trains, except the Turbo's, are switched from Grand Central to Penn Station.

A three-month extension of Boston-New York Turbo service has been agreed to. One immediate result of this was the continuation of the extra weekend summer service which was scheduled to end on October 16-18.



Penn Central passenger service is, at this writing, very confused. As far as I can make out, this is the current situation of those to continue running until April 1971.

To continue running until April 1971:

|                  |                                    |
|------------------|------------------------------------|
| 16,25            | New York and Pittsburgh            |
| 48,49; 54, 55    | New York, Pittsburgh and Chicago   |
| 4, 31            | New York, Pittsburgh and St. Louis |
| 427, 428         | Boston and Albany                  |
| 27, 28; 51, 98   | Buffalo, Toledo and Chicago        |
| 14, 17; 355, 356 | Detroit and Chicago                |
| 90, 93           | Chicago, Logansport and Louisville |

To continue running until February 1971:

|    |  |
|----|--|
| 50 | New York, Pittsburgh and Chicago (eastbound) |
|----|--|

Decision due this month:

|          |                                      |
|----------|--------------------------------------|
| 65, 66   | Chicago, Logansport and Cincinnati   |
| 303, 304 | Chicago, Indianapolis and Cincinnati |
| 574, 575 | Buffalo and Harrisburg               |

ICC considering earlier rejection of petition:

|        |                             |
|--------|-----------------------------|
| 24, 33 | Philadelphia and Pittsburgh |
|--------|-----------------------------|

ICC hearings recently completed:

|        |                        |
|--------|------------------------|
| 15, 18 | Cleveland and Columbus |
|--------|------------------------|

Operating under Court order:

|                   |                                  |
|-------------------|----------------------------------|
| 22, 23            | New York, Pittsburgh and Chicago |
| 13, 32            | Pittsburgh and St. Louis         |
| 77, 78            | Columbus and Cincinnati          |
| 315, 316          | Cleveland and Indianapolis       |
| 53                | Pittsburgh and Chicago           |
| 548, 549          | Harrisburg and Baltimore         |
| 63, 64            | Buffalo, Toledo and Chicago      |
| 52, 351           | Detroit, Ann Arbor and Chicago   |
| * 14, 17; 52, 351 | Buffalo and Detroit              |

\* These trains are still running, but no stops are made in Canada.

From the "Wall Street Journal" of November 3, 1970, comes the headline, "Many Passenger Trains To Be Eliminated By New Rail Agency; Better Service Seen."

President Nixon has signed into law a bill to establish the National Rail Passenger Corp. This new semi-public corporation will take over the operation of most, if not all, of the nation's passenger trains next May 1st. The corporation will not, however, operate commuter service, which is defined as being any run of less than 78 miles. Transportation planners are now laying the groundwork for the transportation network that the corporation will run.

Something over half of the 360 intercity trains now running will be called for in the new system. This is expected to come as a shock to many, but it will be necessary to eliminate duplicate routes in order to have some ability to make a profit and to operate within the level of financing provided. Routings will probably be via the shortest route which may very well be a combination of existing routes. Service is expected to be improved by using better equipment; adding sleepers, diners and other features that frequently are lacking; running trains faster; using shorter routes; coordinating schedules for good connections between trains and tailoring arrivals and departures more to the pattern of passenger demand.

In many populous areas the number of trains running is expected to be increased as of May 1st. Mr. Volpe has until November 30th to put together a plan for a basic passenger train system. He must then designate the final system within the following 60 days. The routes picked may be existing routes, recent routes that are no longer utilized, or prospective new routes that the Transportation Department planners believe may offer economies in shorter distance travelled.

### Odds and Ends

Penn Central's new president, Mr. Moore, said recently that PC may abandon 3,000 miles of track, mostly branch lines.

Seashore Trolley Museum's annual open house and members' day was held over the Columbus Day weekend. The drizzly weather did not seem to dampen anyone's enthusiasm as a steady parade of cars were operated during the day.

Operating cars included: CA&E #434, Boston MTA #0719, CNS&M #420 and #755, M&SC #621, CRand IC #118, Oshawa Rys. #300, Pittsburgh PCC, Blackpool #144, Leeds #526, Philadelphia #6618, Dallas #434, Montreal #2, and at least five or six others that my memory fails me on.

One last item before finishing this column. The New England Div. of the Railroad Enthusiasts ran a fan trip on the B&M and Green Mountain on October 17th. As a result of two freight derailments that blocked their path home, they arrived back in Boston at 1:35 A.M., some 4 hours and 35 minutes late.

\* \* \* \* \*

Due to circumstances I should have controlled, "Tantalizing Tidbits" and the conclusion of the Sept. 29th Rochester Rail Tour are in another town. I'm sorry, but those pages will be included in the December SEMAPHORE. Arlene

### EDITOR'S PAGE

As those who attended know, our joint Rochester-Buffalo meeting in Batavia on November 7th was a huge success. Getting together with many friends who normally can't attend our meetings made this an occasion. You who didn't get there missed a fantastic program.

At the Buffalo meeting on November 13th John Prophet showed his films of Pennsy steam on Horseshoe Curve in the 1930's and 40's---a great program.

An early reminder: Save June 6th for our annual Canadian steam trip!

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## HIGHLIGHTS OF THE OCTOBER 15th MEETING

The October meeting was attended by 28 members and seven guests. After the Minutes and Treasurer's Report had been received, several rail trips were announced. Mr. Ed Maslyn was accepted into Chapter membership.

Arrangements for the joint dinner meeting with the Buffalo Chapter at Batavia, N.Y. on November 7 were explained and a list was passed to confirm menu selections. Dick Pearson was asked to remind the Syracuse Chapter of this meeting and to re-iterate our invitation for them to attend.

In accordance with our recent changes in the Chapter By-Laws, the Chapter agreed upon the following resolution which is to be voted upon during the November meeting: "In view of the increased costs for publishing the newsletter and other expenses, it is suggested that the dues for 1971 be \$4.00 for National Membership and \$5.00 for local Membership for a total of \$9.00. Further, a penalty charge of \$1.00 will be levied against those who do not pay prior to the deadline of March 31, 1971."

Mr. Gordon reported the Publications Committee expected to have the Chapter's booklet on Rochester's railroads ready for sale by the November meeting date. Your President expressed his delight at this unexpected good news and the Chapter members greeted the announcement with a round of applause.

Our guests of the evening were introduced. Dick Pearson reported on the September 26th work detail on the LA&L. After considerable discussion regarding the pros and cons of the Chapter attempting to operate the LA&L concession stand, the membership voted to by-pass bidding for the year 1971 in light of our possible acquisition of a station and other related projects. Mr. Gordnier was asked to relay our decision to the LA&L and to thank them for thinking of us.

Horst Bruns reported on possible sites and menus for our 1971 Banquet. Following a discussion of this matter a vote was taken and the membership revealed a preference for a sit-down meal at the Colonial Inn. Mr. Bruns was instructed to make reservations accordingly and to try to obtain the date of April 24 as first choice and May 8 for second choice.

Our National Director, Harold Caulkins reported that the Annual NRHS Director's meeting would be held November 8th in Philadelphia. After our business meeting was formally adjourned, Mr. Caulkins introduced our guest speaker for the evening, Mr. Ernie Wilson, former New York Central Engineer of the Syracuse Division. Mr. Wilson gave us some very interesting and nostalgic insights into his career with the railroad.

## ROCHESTER-BUFFALO MEETING

Approximately 65 members and friends of the Rochester and Buffalo Chapters attended the joint dinner meeting held at the Holiday Inn of Batavia on Saturday, November 7, 1970. (Where were you?) After dinner and a few announcements by Chapter officers, the tables were cleared away and a varied program of 16 mm railroad films were shown. We began with a narrow gauge steam railroad operated by railfans in Wales, continued with color shots of the Key System electric operation over the San Francisco-Oakland Bay Bridge, etc., etc. Mr. Norm Bolton of General Railway Signal Company capped the evening with his two big reels of N&W steam taken in the Virginias in 1952.

## THE HOTT BOX

### Colorado Narrow Gauge

The IRON HORSE NEWS, newsletter of the Colorado Railroad Museum, brings some good and some bad news concerning narrow gauge operations in that State. Some excerpts:

#### FLOOD BADLY DAMAGES THE "SILVERTON" ROUTE

The September 5 train turned out to be the last run of the season to Silverton. On Friday, September 5 heavy rain hit the San Juan area, continuing over the weekend, recording some 4.19 inches in the Silverton area. In the night and the next day a raging flood destroyed a total of about two miles of track, throwing rails into the river and removing large sections of roadbed.

The railroad damage was an economic disaster which forced the area to realize the train was a more important part of the regional economy than most people had appreciated. A very large and immediate drop in tourist revenue was noted and within a week various establishments in Silverton closed for the season.

On Friday, September 18 at Durango, D&RGW President Aydelott ...outlined the three choices management felt it had:--abandonment, and in view of the estimated \$350,000 damage equal to seven years net profits on operation, the fact that D&RGW attorneys felt certain of obtaining ICC approval;--to repair the line well enough for operation and sell it to some group willing to take it off D&RGW hands;--to raise the fare to \$8.00 per person (including children) and continue to seek a buyer. He made it clear the railroad did not desire to continue in the "Silverton" business.

#### STATE OWNED RAILROAD BEGINS OPERATIONS

The engines and other rolling stock purchased by the two state authorities were delivered by the D&RGW during September at Antonito. The first of three special trains left Alamosa on September 1, the departure and four hour run to Antonito being thoroughly "motorcaded" by railbuffs and other photographers. At Antonito the diesel pushed the string...just beyond the end of third rail of dual gauge, where C-NM trackage commences. About 2:30 P.M. the fire in 483 was lighted ...and by 8 P.M. the "Cumbres & Toltec Scenic R.R." had its first engine under steam.

The D&RGW delivered the second batch of three dead engines and string of freight cars on Friday, September 11. The final delivery of equipment was made on September 18. At 1:27 P.M. ... a waiting section man prepared to unbolt a third rail and soon it was laying in the weeds, the narrow gauge was finally cut, permanently.

It may be another year before any kind of regular tourist hauling operations can materialize. The two states, however, have already seen a sample of what a drawing card the line could become with a lift to the economy of the area.

YOU'LL RIDE THIS LITTLE TRAIN - through the mountains, into history...

It's a 6 1/2 mile trip from Chama, New Mexico to Antonito, Colorado. As you drive this stretch you'll see the tracks of the narrow gauge railroad before it veers off to high country, inaccessible by car.

At Chama there's the railyard with the only remaining coal tipple in the United States. Once a bustling rail center, this town will soon re-live its history with the arrival of the Little Train. At Cumbres you're on top of the world, 10,015 feet high. Perched here is the faded yellow station and a circular barn-like building which is a snow shed for trains. When the tracks disappear, look east - the railroad climbs and curves to Toltec Gorge, where in 1883 rail workers raised a monument to the assassinated President Garfield, thousands of feet above the glittering Rio de los Pinos; the railroad continues on through ghost towns like Osier and Sublette, where no one is left to remember the days of the Little Train. Then on to Antonito where the now removed Chile Line to Santa Fe started.

Back in the 1880's Denver and Rio Grande Western built this railroad as part of a sweeping circle through southwestern Colorado and northern New Mexico. It gave access to rich mining country at the peak of the silver boom. For many years, before highways came, the Little Train was the only means of public transportation through this rugged land. But times changed, business fell off, and during the 1960's the railroad was abandoned.

The Little Train was very nearly lost. Plans were made to tear up its tracks. It seemed that the narrow gauge railroad would become a part of vanished America. Then rail fans and history buffs raised a cry to "Save the Little Train". Thousands signed petitions to keep the railroad as a tourist attraction, as part of our historical heritage. The state legislators of New Mexico and Colorado acted to save the Little Train. This summer the two states jointly bought the railroad between Chama and Antonito from D&RGW for half-a-million dollars. The price left coffers empty. But the Little Train is no longer a lost cause. It will run again.

NOT LONG AGO THE LITTLE TRAIN LIMPED HOME...

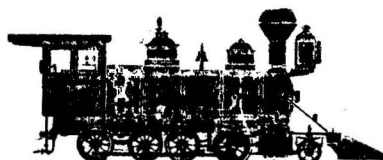
In its full-steam-ahead days the journey took a half day. But after two years of neglect the equipment was deteriorated, the tracks in need of repair. Only Engine 483, the brave little locomotive built in 1925 remained fully operable to pull eight other locomotives and 130 cars over the mountain rails. The long pull to Chama took several days. But the Little Train was literally home free. Hundreds of people volunteered their efforts. July and August were spent rebuilding track. On September 6, 1970, a volunteer crew of old-time railroad men chugged the Little Train home.

WITH YOUR HELP THE LITTLE TRAIN WILL RUN AGAIN.

By summer 1971 you'll be able to ride the Little Train IF funds are found to get the abandoned railroad rolling. If you can't rebuild a locomotive or lay rails, your contribution, large or small, can help for you. (And it's tax-deductible.) Donors of \$10 or more receive certificates of appreciation suitable for framing. Every penny, every dollar goes to putting the Little Train back on its tracks; so soon you can ride the Cumbres And Toltec Scenic narrow gauge railroad through these mountains and into history.

Won't you help? Mail your contribution to:

Cumbres And Toltec Scenic railroad  
P.O. Box B  
Santa Fe, NM 87501

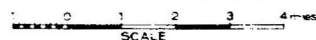




ROUTE OF THE

# CUMBRES AND TOLTEC SCENIC RAILROAD

Between Chama, New Mexico  
And Antonito, Colorado

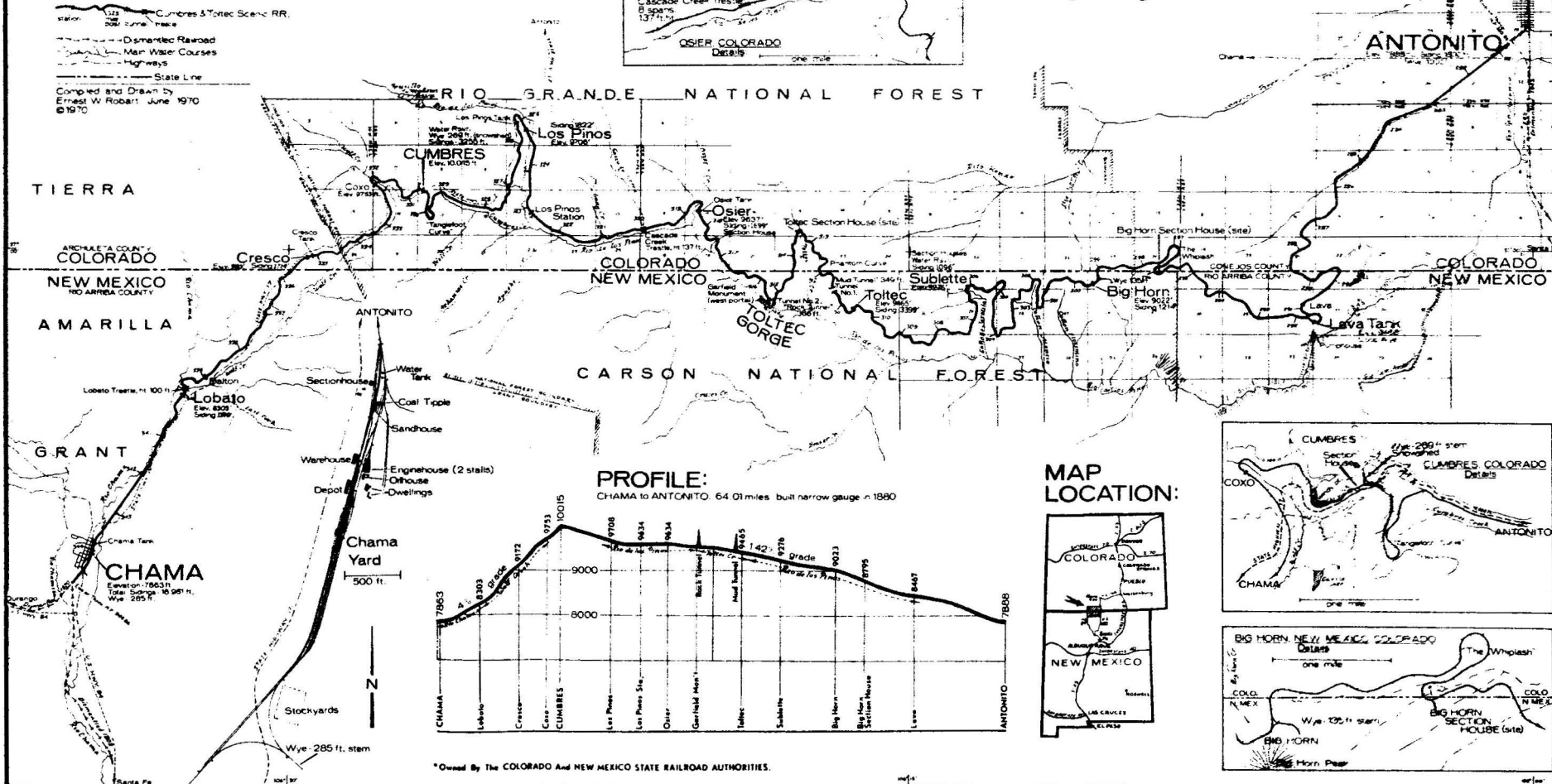


station  
Cumbres & Toltec Scenic RR.  
Dismantled Railroad  
Main Water Courses  
Highways  
State Line

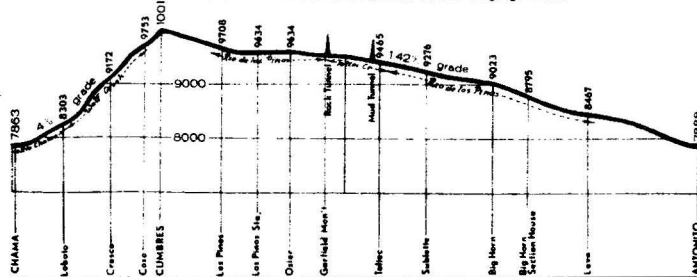
Compiled and Drawn by  
Ernest W. Robert, June 1970  
© 1970



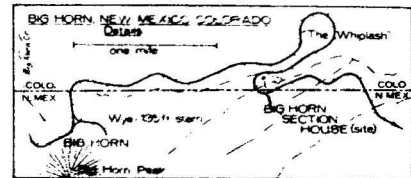
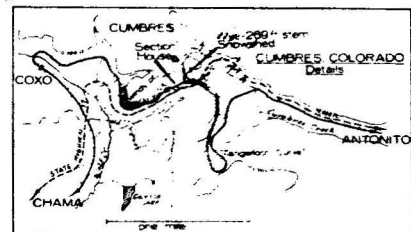
DENVER & RIO GRANDE WESTERN RR.



PROFILE:  
CHAMA to ANTONITO: 64.01 miles, built narrow gauge in 1880



MAP LOCATION:



\* Owned By The COLORADO And NEW MEXICO STATE RAILROAD AUTHORITIES.

## A PENN CENTRAL ROCHESTER EXCURSION

by Arlene

On September 29th the Rochester Chamber of Commerce and the Penn Central Transportation Company sponsored a tour of the Greater Rochester area. The October SEMAPHORE told of the first part of the trip---12 miles west on the main line from the station to Chili Junction and then onto the West Shore track for the 22 miles to Fairport.

### Conclusion:

While most of the West Shore segment was through open country for the most part, we returned to civilization on reaching Fairport. After several freights and a passenger train passed, our engines had already reversed ends again and we got the clear signal to enter the main line. By this time the sun was high and we no longer froze in the open car even at the greater speed our engines were hitting.

This segment of the tour back to Rochester was along a highly-industrialized corridor, but close inspection showed a good percentage of the factories had torn out or permanently blocked their sidings and apparently no longer used the railroad. The twelve miles back to the station were quickly covered and we received a welcoming salute at the Goodman Street yard.

We passed the station without a pause, continuing westward. This time we had a clear view of the spectacular gorge at the Genesee River bridge. Our train stayed on the main line only two more miles when it switched onto the Falls Road at Ames Street. We passed the aromatic Tobin Packing plant and switched onto the Charlotte Branch. By this time we had been invited to select our box lunches so our viewers at the grade crossings were waved to with sandwiches, forks and/or coffee cups. The old subway bed and barn near Rochester Products were desolate but evoked many pleasant memories. The Kodak Park switcher, hard at work as we neared Ridge Road, gave a noisy greeting. We passed the old Barnard Station at Dewey Avenue, the distant Cobourg boat dock, the Charlotte yard, and stopped at Charlotte station. Our engines uncoupled and we saw two lighter-weight engines, PG #5232 and #5292, waiting. These engines soon coupled to our train and we switched to the Ontario Branch, better known as the Hojack.

We too quickly crossed the railroad bridge (the steel beams interfered with good pictures) and proceeded along a route well populated during the summer months. Those year-'round residents who were home waved, although many faces seemed puzzled at the sight of a passenger train along that trackage---especially such a strange passenger train.

The trees and bushes swept the sides of our cars as we went along the beaches at Durand Eastman and Sea Breeze. This was familiar territory for Pete Gores' father, who pointed out various areas of interest. This was the loveliest stretch of countryside we traveled, and our speed restriction gave us ample time to appreciate the views as we gradually left the lake and entered Webster. The constant rocking of the cars made it evident that the track needed much work before ever being used for a commuter line (or am I dreaming?). Our tour took us only as far as the Webster Station, where our engines reversed ends and we started the return trip.

The way back seemed much faster, and we were once again at Charlotte Station, where PC #4299 and #4251 once again took over for the return to town. By this time the early factory shifts were through, and our crossing audiences were larger. Too quickly did we cover the Charlotte Branch, the Falls Road, and the main line to the Penn Central Station, arriving at 4:00 P.M.

My thanks to Bill Gordon, who had many bits of information about various

trackage, links and spurs, and to Sam Grover, who told several stories about some of the buildings along the way. It was a long day of standing (I hadn't been on my feet all day like that since riding the Silverton line), but I hated to see the end of it. We all expressed our appreciation to the tour director and I regretted deeply that I wasn't in the market for an industrial site. To those of us who love this city, even with its faults, this tour showed us many fine places to locate businesses and to live. And so ended a grand day with an exciting trip and fascinating company.

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The end of operations on the Lehigh Valley Rochester Branch is rumored following verbal verification that piggyback service in and out of Rochester has been embargoed. This was the bulk of the present traffic as their former connection service in the old Rochester Subway was turned over to the Penn Central. The loading ramps in their riverside yard off Mt. Hope Ave. near downtown have been closed and the entire yard is supposedly being eyed by the State for a park beautification project. From the yard downtown to Rochester Junction there was little if any on-line business thru residential Henrietta and rural Mendon. Many of us can remember the diesel-electric train connections from downtown Rochester to Rochester Jct. which sadly ended in 1951. Convenient platform change was made there with both Black Diamonds and also the early night trains, old #4 and early morning #11. Bob Wilson can recall the Philadelphia Pullman which originated each evening at their small, elevated terminal at Broad and South Avenue. On arrival at the junction, the doodlebug would wye on the Hemlock Branch to allow it to couple the sleeper onto the rear of #4. For many of the Rochester fans, a round trip to the junction on the doodlebug was just the thing on a summer night. To make a real evening of it, you could take the early car from downtown to the junction, where connection would be made with the westbound Black Diamond. There, the handful of Rochester-bound passengers would cross the platform and the car would return to downtown. The next few hours could be spent either in the tower (now demolished) or just railfan bumming, enjoying the soft summer rural atmosphere of crickets and possibly several hotshot freights.

Prior to the arrival of #4 from Buffalo for New York and Philadelphia, the doodlebug would return from downtown with the sleeper in tow. Another switching operation would settle things for the night. Then back to downtown Rochester, usually with the car to yourself and the always-friendly LV crew. On a rare occasion a real, live paying passenger would be aboard on this last leg of a short trip from Buffalo to Rochester, the hard way. The junction would be left for the night to the towerman, the crickets, and the swift non-stop passage of both Maple Leafs.

In addition to the LV yard area in downtown Rochester, the adjacent Erie-Lackawanna (er-Erie) yard might also be taken by the State for the above project. Unlike the LV, the E-L is still a going concern in the Rochester area. Piggyback is a large factor and other freight is also handled in this larger riverside yard. As with the LV, there is supposedly little on-line freight between the end of their yard into Avon. Both single-tracked branches run parallel for a short distance behind the University of Rochester campus, then separate south of the Mortimer grade crossing of the old West Shore (PC). In any event, the end of the LV in metropolitan Rochester seems a certainty along with another abandoned right of way left to scar the area. We can only speculate what future the E-L service might have should the State take their right of way. Perhaps a new yard out in Henrietta built with state funds? (from the Buffalo Chapter AIRPUMP of November 1970)

The Katy Railroad has a new picture, WHEN STEAM WAS KING. This is from a painting by Howard Fogg, noted railroad artist. Prints of the picture can be secured at no charge by writing to: M. R. Cring, Katy Railroad, 420 Gimbin Road, St. Louis, Mo., 63147. This information from the Topeka Chapter SPARKS. (and this from the Kansas City Chapter LOCAL of September 1970)